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KOWLOON-CANTON RAILWAY. TIME TABLE.

On and after MAY 2nd, 1931, until Further Notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 2	No. 6	No. 10	No. 14	No. 18	No. 22	No. 26	No. 30	No. 34	No. 38	No. 42
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Kowloon	6.40	8.05	8.25	9.10	10.10	12.00	1.15	2.35	4.05	4.45	5.35
Yau Ma Tei	6.44	8.09	8.29	9.14	10.14	12.04	1.19	2.39	4.09	4.49	5.39
Shatin	7.00	8.25	8.45	9.30	10.30	12.20	1.35	2.55	4.25	5.05	5.55
Tai Po	7.14	8.39	8.59	9.44	10.44	12.34	1.49	3.09	4.39	5.19	6.09
Yung Shue	7.18	8.43	9.03	9.48	10.48	12.38	1.53	3.13	4.43	5.23	6.13
Shing Mun	7.22	8.47	9.07	9.52	10.52	12.42	1.57	3.17	4.47	5.27	6.17
Shing Mun	7.26	8.51	9.11	9.56	10.56	12.46	2.01	3.21	4.51	5.31	6.21
Canton	7.41	8.66	9.11	10.20	11.15	12.58	2.16	3.20	4.40	5.40	6.38

DOWN TRAINS											
STATIONS	No. 1	No. 3	No. 7	No. 11	No. 15	No. 19	No. 23	No. 27	No. 31	No. 35	No. 39
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Canton	7.17	8.01	8.59	10.34	11.39	12.35	1.42	2.42	3.42	4.42	5.42
Shing Mun	7.21	8.05	9.03	10.38	11.43	12.39	1.46	2.46	3.46	4.46	5.46
Shing Mun	7.25	8.09	9.07	10.42	11.47	12.43	1.50	2.50	3.50	4.50	5.50
Yung Shue	7.29	8.13	9.11	10.46	11.51	12.47	1.54	2.54	3.54	4.54	5.54
Tai Po	7.33	8.17	9.15	10.50	11.55	12.51	1.58	2.58	3.58	4.58	5.58
Shatin	7.37	8.21	9.19	10.54	11.59	12.55	2.02	3.02	4.02	5.02	6.02
Yau Ma Tei	7.41	8.25	9.23	10.58	12.03	1.03	2.06	3.06	4.06	5.06	6.06
Kowloon	7.45	8.29	9.27	11.02	12.07	1.07	2.10	3.10	4.10	5.10	6.10

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ON SUNDAY, the 21st JUNE, 1931

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NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(June 17.)

St. Alban.

Bunker Hill Day.

Meeting of Shareholders, Messrs.

Wm. Powell, Ltd., Exchange Bldg.,

11.30 a.m.

Meeting of Shareholders, Messrs.

Lane, Crawford, Ltd., Exchange

Bldg., noon.

Indo-China Steam Nav. Co., Ltd.,

meeting noon.

H.K. Jockey Club, Extraordinary

meeting of voting members, 5 p.m.

Lammet's Auction Sale of Fur-

niture, Metropole Hotel, 10.30 a.m.

Law Tennis:—"A" Division:

Recreio v. Hong Kong C.C. Army

Tennis Club v. Nippon Club, Uni-

versity v. Kowloon C.C., M.B.K.

v. U.S.R.C. Indian R.C. v.

South China, Craigengower v.

Civil Service. "C" Division:

Y.M.C.A. v. University, Kowloon

Indians v. Deutscher Club, South

China v. Chinese R.C., Recreio v.

Hong Kong C.C., Civil Service v.

Kowloon C.C. Mixed Doubles:

Ladies R.C. v. Kowloon O.C.

Water Polo—First Division:

V.R.C. v. Kowloon, 6 p.m.; Second

Division: V.R.C. "A" v. S.W.B.

6.30 p.m.

Queen's Theatre: "Inspiration."

World Theatre: "Hell's Angels."

Star Theatre: "What A Man."

King's Theatre: "The Princess

and the Plumber."

Central Theatre: "Balalaeva."

Majestic Theatre: "The Mighty."

Dances:—Tea Dance, Hong Kong

Hotel; Dinner Dances, Peninsula

and Repulse Bay Hotels.

European Mail.—Inward: Europe

via Siberia (Gange). Outward:

Europe via Siberia (Meinor) 10.30

a.m.

Thursday.

(June 18.)

First Day of Sapher.

Lammet's Auction Sale of Fur-

niture, Metropole Hotel, 10.30 a.m.

Old Wellingtonians' Dinner,

Hong Kong Club, 8.15 p.m.

Peak Club, annual meeting.

Queen's Theatre: "Inspiration."

World Theatre: "Hell's Angels."

Star Theatre: "What A Man."

King's Theatre: "No Limit."

Central Theatre: "Balalaeva."

Dances: Tea Dance at Hong

Kong Hotel; Dinner Dances, Hong

Kong Hotel and Peninsula Hotel.

European Mail.—Inward: Europe

via Suez (Ranpura). Outward:

Europe via Suez (Empress

of Canada) 10 a.m.

Friday.

(June 19.)

Water Polo—First Division:

Royal Navy v. Chinese Bathing

Club, 6 p.m.; Second Division:

Victoria Recreation Club "B" v.

Kowloon "B", 6.30 p.m.

Queen's Theatre: "Inspiration."

World Theatre: "Wild Com-

pany."

Star Theatre: "What A Man."

Central Theatre: "Balalaeva."

King's Theatre: "No Limit."

Dances: Tea Dance, H.K. Hotel;

Dinner Dances, Hong Kong Hotel

and Peninsula Hotel.

European Mail.—Inward: Europe

via Siberia (Ranpura). Outward:

Europe via Suez (Empress

of Canada) 10 a.m.

THE COLONY OF HONGKONG.

HOW AN AMERICAN OFFICIAL PAPER VIEWS US.

DISTRIBUTING POINT FOR THE SOUTH CHINA TRADE.

"Hong Kong Rules South China Trade," is the title of a most interesting account of this Colony which appears in the May number of "Commerce Reports," a weekly survey of foreign trade issued by the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce. A secondary heading describes Hong Kong as the "Distributing Point for that part of China lying South of Foochow and North of Saigon," and points out that there are a number of American business houses in Hong Kong.

An attractive account is given of the Colony, and there are excellent illustrations showing Des Vaux Road, the Peninsula Hotel and a cluster of native craft in the harbour.

The article is as follows:—

Emerging less than 80 years ago from the status of a Chinese fishing village located on a precipitous barren rock island, Hong Kong today is one of the most important commercial centres in the Orient, and a shipping point ranking high among the world's largest ports. Established as a British colony by treaty with China in 1842, its entire population is under British law, and English is the official and commercial language.

Contrary to the general world-wide impression, Hong Kong is not the designation of a city, or port, but is the name of the island upon which the great city of Victoria and some smaller settlements are built. Even the inhabitants, however, frequently mean Victoria when they say Hong Kong, and it is not strange, therefore, that the usage has become almost universal.

Hong Kong a Free Port.

Hong Kong is primarily the distributing point of trade for all that part of China and French Indo-China lying south of Foochow and north of Saigon, with direct steamer connections to most of the maritime countries of the world. It is the transshipping point for cargoes destined for Canton, Java, and Singapore, and for coastwise trade to Siam and Indo-China. It is practically a free port, with a tributary trade area estimated at close to 500,000 square miles and populated by considerably over 100,000,000 people. The Chinese population within the Colony number 1,143,000, and the non-Chinese,

18,160, excluding the British military forces. British residents number approximately 7,000; Portuguese, 2,500; British Indians, 2,000; Japanese, 1,500; and Americans close to 400.

American Clipper Ships Helped

Develop Early Trade.

Since its establishment as a British colony, Hong Kong's interests have been centered in the development of trade, which fostered by a free policy, has grown progressively with the expansion of China's foreign relations. In this development the United States has had no small part. Beginning with the period early in our country's commercial development, when American clipper ships were bringing to New England ports silks and teas from Canton, a number of American business houses have been established in both Hong Kong and Canton. American shipments to these centres each year now total a value close to \$20,000,000. They comprise chiefly kerosene, flour, ginseeng, fuel oil, chemicals, fertilizers, condensed milk, raw tobacco, tinplate, machinery, fishery products, old newspapers, upper leather, and automobiles. In return, the United States purchases each year from Hong Kong and Canton about \$12,000,000 worth of China's wood or tung oil, silk and silk manufactures, feathers, rice, fish, Chinese medicines, fireworks, preserved ginger, cassia, tin, tungsten ore, tea, and rattan reed.

(Continued on Page 2.)

THE HONGKONG

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AIRWAYS AND AVIATION.

"BAD PATCH" OF AIR ACCIDENTS.

COLLISIONS IN TIGHT FLYING.

Within a month of my revelation of officially withheld statistics showing that the Royal Air Force has fewer fatal accidents in proportion to the amount of flying than other air forces, a series of accidents has already brought the total for 1931 almost to an average twelvemonths' figure, writes Major C. C. Turner the London Daily Telegraph Aviation Correspondent.

At the same time the "bad patch" applies to civil as well as Service aircraft.

In brief space I would like to make a clear statement of the situation, for undoubtedly there is a "situation." The only people who say that flying is "safe" are those who never go up. People who used to assert that travel by air line is as safe as railway travelling in England have been silenced by a challenge to compare the figures of the two.

Yet travel by the air lines of Imperial Airways and on the airways of some countries, and other flying properly conducted, is very reasonably safe. A word by and by about its special risks; meanwhile let us consider Service flying.

Taking Unnecessary Chances.

In a recent article I was able to show that for every fatal accident the Royal Air Force now does about 10,000 hours' flying, a 400 per cent. improvement in ten years. Certain recent accidents have concentrated attention upon defects in the system, yet accidents from other causes occur.

It is hardly necessary to point out that Flight-Lt. Waghorn was killed in a test flight, and that the work on which he was engaged is not comparable with flying as it concerns the ordinary air traveller or the owner of an aeroplane.

The public need hardly be reminded that the R.A.F. has to train, and that in the course of training certain risks are inevitably run. But the large number of collisions which have occurred this year points, I believe, to a quite unnecessary flying in "tight" formation.

"Tight" formation is very pretty to see, but it serves no useful purpose either in peace or in war. Formation flying is essential both for attack and for defence, but "tight" formation calls for such piloting attention that neither attack nor defence can be efficient. In stating this I am expressing not a personal opinion, but the declared view of the Air Staff. The fact that the parachute saves life must not be allowed to prejudice the pursuit and study of sound tactics.

Want of Due Carefulness.

I believe that a very important phase has been reached by the transition, now proceeding, to a series of new and much faster aircraft. That transition cannot proceed without incurring new and in some cases unforeseen risks. But provided the public feel confident that the Air Staff is doing all that is humanly possible to overcome those risks it will be patient.

I have discussed these questions with famous and experienced pilots, and with aircraft designers, and I find a very definite and, indeed, emphatic and universal opinion. It may be expressed briefly in a few phrases.

"They are not careful. They take flying far too lightly. They ought to have a very great respect for the dangers of flying. They are not sufficiently well grounded. Medical examinations are thorough, but they only touch the fringe of the matter."

That is by far the most important thing. In this article, and that

(Continued on next Column.)

BRITISH FLYING NEWS.

SHADOW OF THE SCHNEIDER TROPHY.

London, May 12.

The arrival of the British team of high-speed pilots at Calshot, the Royal Air Force base on Southampton Water, marks the beginning of the later stages of training for the Schneider Trophy contest over the Solent and Spithead in September.

Calshot is the station selected again this year, as in 1929, to be the headquarters of the competing teams, and special accommodation is being arranged there for the French and Italian machines and their pilots, who are likely to arrive towards the middle of August.

From that date onwards the world's fastest aeroplanes, each capable of moving at speeds beyond the speed of dreams only a few years ago, will be daily in the air, with the thrilling climax of the contest itself on September 12. None who saw the flying in 1929 will ever forget the beauty of that golden afternoon, with the blue and silver seaplanes of Britain and the blood-red Italian craft tearing round the course, while hundreds of thousands watched from the mainland and the Isle of Wight, and from countless clusters of boats anchored on

(Continued on next Column.)

affects Service and civil flying alike. I am amazed at the carelessness displayed at aviation meetings. Lately there have been three instances of machines "running away" on the ground. Similar carelessness is seen in all stages, and everywhere.

Light-hearted Taking of Risks.

In fact, among a great many people the light-hearted taking of risks, and neglect of fussy precautions, is accepted as an inevitable and rather admirable feature of an amusing occupation.

The public hear of a machine breaking in the air. But it should be obvious that it is possible to break any machine in the air by "rough" piloting. Equally, it is easy to wreck a motor-car or a railway train by injudicious use of the controls. No doubt a class of smooth, single-wing, low resistance aeroplane, owing to its capacity for very rapid acceleration, is easier to break than a robust biplane, but that is no reason to condemn the class, still less to condemn flying.

The Guild of Air Pilots recently raised the question of the training of flying instructors. It is concerned chiefly with the civilian air instructors, with the tuition at the flying club and aviation school, and I am sure that a canvass of the aeronautical community would give a very large majority, and probably a unanimous verdict, in support. It is proposed that the Air Ministry shall license approved instructors. The present is an occasion for referring to this matter with emphasis, at the same time urging that the qualifications of instructors in the Royal Air Force is equally claiming attention.

(Continued on next Column.)

the blue water. This year, with two nations challenging Britain's right to the trophy—General Balbo's reservations are not yet taken to mean that the Italians will fail to come to the starting point—the contest should be much more exciting, a battle worthy of the gods.

Under the command of Squadron Leader A. H. Orlebar, holder of the world's speed record, who led the 1929 team with conspicuous success, the 1931 team will continue at Calshot the training begun during the last few weeks at Felixstowe. No attempt is made to impose rigid dietary or other restrictions on the airmen. They are expected to keep fit, smoking is almost entirely given up and alcohol is usually dropped.

The Training Planes.

Six different types of fast seaplane are already at Calshot for the practice flying. Three of these are pure speed craft built primarily for participation in the Schneider contests of 1927 and 1929, and each equipped with a Napier "Lion" racing engine. These are the Gloster IV biplane of 1927, modified since the contest at Venice that year to make it more suitable for practice flying, the Supermarine S5 monoplane, winner of the 1927 event and holder at one time of the British speed record, and the beautiful Gloster VI monoplane built in 1929. The other machines are Fairey service biplanes on floats; oldest of them being the "Flycatcher," for several years the standard ship fighter of the Fleet Air Arm and nowadays the high speed pilot's usual introduction to seaplane flying. The other Fairey craft are a "Fleetwing," a two-seater, both of them comparatively new machines which in their respective classes are among the world's fastest and most efficient aeroplanes.

A second Supermarine S5 and another Gloster VI, are being reconditioned by the makers. The two S5 monoplanes which took part in the 1929 contest—one of them won at 328.03 miles an hour and the other set up a new world's record over 100 kilometres—are undergoing considerable modification. The Rolls-Royce Company are preparing new engines, giving increased power, for them and certain alterations are being made to the structures.

New Racers.

Finally two new Supermarine monoplanes, which will probably be styled "S7," are being built for the contest itself. In them will be embodied all the lessons learned by the aeroplane and aero-engine designers in preparing for previous contests and, without underestimating the skill and determination of the French and Italian constructors, one of them seems likely at the moment to prove itself the fastest vehicle in the world on September 12.

Test Flying Over Land and Water.

The Air Ministry intends to put these two craft through a series of strenuous comparative tests, in land, plane and seaplane form, which will probably include experimental flights on the established airways. The result should certainly be a decision as to which type of flying machine is most efficient as a medium-sized air-liner. Many aspects of the discussion will obviously remain unaffected; the argument will rage just as furiously over the advantages of monoplane or biplane in the building of fighting aeroplanes, of big flying boats, or very large commercial craft. But one chapter of the controversy may be definitely and finally closed.

MONOPLANE OR BIPLANE.

AIR MINISTRY'S CAREFUL EXPERIMENT.

One of the oldest and most debated controversies in the history of aviation—monoplane or biplane—should reach at last a measure of finality as a result of a practical test undertaken by the Air Ministry.

The Air Ministry have begun the investigation by ordering two medium-sized air-liners, one of them monoplane, the other biplane, each to carry the same load and to have the same engine power. Scrupulous care is being taken to ensure that the only important point of difference between the two machines shall be the structure of the wings and control surfaces. Cabin accommodation, arrangement of the cockpit, provision for wireless and the passengers' comfort, luggage space—all are identical, and the three engines are located in each machine in precisely the same relative positions.

All-metal Machines.

Construction of the craft has been started at the works in Yorkshire of the Blackburn Aeroplane and Motor Company, builders for many years of diverse types of service and civil aircraft. Each machine is built entirely of metal, except for the fabric covering to the wings and tail unit, and will have exceptionally comfortable seating room in a large saloon cabin for ten passengers. Including luggage, the payload, comprising passengers and baggage, of each aeroplane will be approximately one ton, in addition to full flying and navigational equipment.

Safety and trustworthiness in service are secured by insistence on a comparatively low landing speed, and the fitting of automatic wing-slots, and brakes on the landing wheels, while each craft is designed to maintain level flight at any height up to 9,000 feet with any one of the three power units cut out. Special fittings between the engine "nacelles" (or power-eggs) enable the attachment of a derrick for rapid replacement of any engine.

Wireless.

Two pilots will be carried in a roomy enclosed cockpit in the nose of the fuselage; it is intended that the roof of this compartment shall be transparent to give the pilots adequate view above and to the rear. Stowage for wireless apparatus is arranged alongside the pilots' seats.

Power will be derived in each machine from three Armstrong-Siddeley "Lynx Major" air-cooled radial engines, developing a maximum aggregate of 810 horsepower at a height of 2,500 feet. One engine is located above the centre of the wings, and two are carried in stream-lined nacelles placed one on either side of the fuselage.

Weights and Performance.

Comparison of the design figures shows interesting variations in performance, weight and dimensions. The monoplane, lifted by a single pair of wings, has considerably the greater span, the total wing area being almost exactly the same in both machines. Monoplane and biplane both weigh about 4½ tons with full load on board, the monoplane being a few hundred pounds the heavier because the wings and tail unit weigh more than in the biplane. Both machines are expected to have a maximum speed well over 120 miles an hour, the biplane being the swifter near the ground and the monoplane doing better at heights around 9,000 feet. The monoplane appears to have the advantage in rate of climb and a decided superiority in service "ceiling." Cruising at nearly two miles a minute, each machine has a still-air range, with full load on board, of 400 miles.

(Continued on previous Column.)

THE COLONY OF HONG KONG.

(Continued from Page 1.)

Hong Kong's Harbour and Improvements.

Technically speaking, the Colony of Hong Kong consists of several closely grouped islands, including the principal island of Hong Kong, and Kowloon Peninsula, a part of the mainland of China, upon which the so-called New Territories are located. Hong Kong is separated from the mainland of China by a mile-wide channel lying between the city of Victoria, capital of the Colony, and Kowloon Point. Incoming steamers pass through Lyeemun Pass, where the channel narrows to one-half mile, and enter into an extremely unique and perfectly sheltered harbour. Its area covers about ten square miles, apparently completely surrounded by high, green-covered hills. The harbour has no visible outlet and gives the visitor the impression of being effectively landlocked upon an inland sea or lake. It affords anchorage for scores of warships, passenger ships, merchantmen from all the seas, and thousands upon thousands of small craft in the form of Chinese coastwise junks, launches, and sampans.

South of the harbour the city of Victoria rises from the very water's edge, terraces above terraces, to the uppermost top of Victoria Peak, about 2,000 feet above sea level. The first or lower level is a long, wide flat upon which the business sections of the city are located. Here are all the appurtenances pertaining to a modern port—piers, dry docks, extensive storage facilities, and rows of business structures ranging from the most up-to-date banking and commercial establishments to the typical small curio shops found in the crowded Chinese shopping quarter. Many buildings in the principal streets are arranged in arcades, affording protection to shoppers during the warm season and in heavy rains. Residences of officials and wealthy merchants occupy the middle terraces, many palatial in style and set among beautiful gardens. The terraces are built in series, interspersed by rambling hillside walks and drives, all topped by Victoria Peak. The peak itself is much appreciated as a summer resort and affords a magnificent view of the city and harbour spread out below.

Industries and Agricultural Activities.

While foreign trade and its distribution continue of main importance to Hong Kong, in recent years it has developed considerable industrial and agricultural activities, depending chiefly upon outside sources for the necessary raw materials. These activities cover a wide range. Of chief importance are the refining of sugar and of tin; rice, polishing; furniture making, shipbuilding, and engineering. The manufacture of cement, paper, rope, glass, soap, cigar and cigarettes, and woven and knitted cloth, cotton-spinning, and the preservation and canning of foodstuffs are other activities. A great variety of smaller manufactures and household industries also add materially to Hong Kong's industrial output.

General and economic welfare in the various areas adjacent to Hong Kong are naturally of vital importance and interest to the Colony. China's prosperity, or lack thereof, instantly reflects upon conditions in Hong Kong. Thus, disturbed conditions in China during the past year, in conjunction with the severe decline in silver exchange, have adversely affected trade activities in Hong Kong. Heavy increases in the cost of all imported goods have resulted, and purchasing power has declined to an extremely low level, nevertheless, Hong Kong's secure position in the trade of the world, aided by China's remarkable power of quick recovery under a multiplicity of adverse circumstances, assures the Colony considerable promise of continued prosperity.

LOOK OUT

For Brand New
Super-Productions
to be shown at

CENTRAL THEATRE

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.



Following this British super-production there will follow a list of latest productions:—

TABU—A Paramount super-production just released. It's a picture of exquisite tropical beauty, the last work of that master of the screen, Murnau, director of "The Last Laugh," introducing a story of The South Seas, made with a native cast. It concludes with a veritable screen poem of tragedy.

PHANTOM OF THE OPERA—A Universal 1931 Special. A mysterious "Talkie" with every player in full dialogue, except the leading man... **LON CHANEY**. It's the last of the man of a thousand faces in film.

THE CAT O'REEPS—Universal's new production from John Willard's famous play "The Cat and the Canary."

SOCIAL LION—A 1931 Paramount Comedy starring Jack Oakie and Mary Brian.

RESURRECTION—A Universal 1931 all dialogue "super-production." It betters the silent film of the past.

DRACULA—Another Universal super-production. Superstition of yesterday may be a fact of the world of science to-day is explained in this picture. It is mysterious all through.

RIGHT TO LOVE—A 1931 Paramount super-production starring the sweet Miss Ruth Chatterton.

FIGHTING CARAVANS—A "Covered Wagon" type of picture of Paramount's starring Gary Cooper and Lily Damita.

STOLEN HEAVEN—Nancy Carroll's best of the season.

QUEEN HIGH—Another 1931 Paramount production.



"People Who Matter"

PEOPLE WHO MATTER to the advertiser are the people who can afford to buy his goods. Most of these people buy and read the

Hong Kong Daily Press.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

LECTURE BY FR. BYRNE, S.J.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.
5 to 7 p.m.—Chinese programme.
7 to 10.30 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Montrose & Co.
7 to 7.15 p.m.—

Band Selections.

"Das Des Cymbales" (Chaminade).
(a) "Air De Ballet," (b) "Cal. Airhoe" (Chaminade).—C1501.
"Selection of Leslie Stuart's Songs" (arr. Hume).—C1623.
7.15 to 7.32 p.m.—

Organ Solos.

"Poem" (Fibich).—Reginald Foort.—B2383.
"An Autumn Serenade" (Bece).—Reginald Foort.—B2333.
"March Militaire" (Shubert).—Arthur Meale.—B2353.
"Andantino" (Lemaro).—Arthur Meale.—B2353.
7.32 to 8 p.m.—

From the Studio.

Rev. Father G. Byrne, S.J., will lecture on "Einstein and Some Others at Tea."
8 p.m.—Local time and weather report.
8.03 to 8.38 p.m.—

Variety.

Song—"High and Low."—Sylvia Cecil (Soprano).
Song—"Far Away."—Sylvia Cecil (Soprano).—B3300.
"Negro Spiritual"—(a) "Get on Board Li' Chillun," (b) "Dere's No Hidin' Place," (c) "Oh! Rock Me 'Julie," (d) "Oh! Didn't it Rain."—Paul Robeson (Bass).—B3033.
Violin Solo—"From the Land of the Sky Blue Water."—F. Kreisler.
Violin Solo—"Aloha Oe."—F. Kreisler.—1115.
Vocal Duet—"One Mad Kiss."—Winnie Melville and Derek Oldham.
Vocal Duet—"Deep in My Heart."—Winnie Melville and Derek Oldham.—B3640.
Song—"The Girl is You and the Boy is Me."—Melville Gideon (Baritone).
Song—"If You See Sally."—Melville Gideon (Baritone).—B2574.
8.38 to 9.09 p.m.—
"Midsummer Night's Dream" (Mendelssohn).—San Francisco Symphony Orchestra, directed by Alfred Hertz.—M13.
9.09 to 9.40 p.m.—

A Concert.

Song—"The Cuckoo" (Lehmann).—Mavis Bennett (Soprano).
Song—"Little Brown Owl" (Sanderson).—Mavis Bennett (Soprano).—B2180.
Piano Solo—"The Wind in the Plain" (Debussy).—Ignace Jan Paderewski.
Piano Solo—"Minstrels" (Debussy).—Ignace Jan Paderewski.—1489.
Song—"Chorus, Gentlemen" (Lohr).—Percy Heming (Baritone).
Song—"Off to Philadelphia" (Haynes).—Percy Heming (Baritone).—B2503.
Violin Solo—"Dance of the Maidens" (Friml-Kreisler).—Kreisler.
Violin Solo—"Blue Skies" (Berlin-Kreisler).—Fritz Kreisler.—1333.
Song—"Solveig's Song" ("Peer Gynt")—Grieg).—Mavis Bennett (Soprano).—C1229.
Song—"The Song of the Kettle" (Anthony).—Peter Dawson (Bass-Baritone).
(Continued on next column.)

LAST SHOWING TO-DAY

KING'S THEATRE

At 2.30,
5.10, 7.15
& 9.30 p.m.

The most comfortable and the only air-cooled Theatre in the Colony.
CHARLES FARRELL AND MAUREEN O'SULLIVAN
IN
"THE PRINCESS AND THE PLUMBER"



Commencing To-morrow

CLARA BOW IN "NO LIMIT"

Booking at the Theatre. Telephones: 25313, 25330.

CATHOLIC STUDENTS PERSECUTED.

PONTIFF'S ENCOURAGEMENT TO UNIVERSITIES.

Rome.—Difficulties of Roman Catholics in Italian Universities were discussed by the Pope in a conversation which he has had with the President of the Italian Catholic University Federation.

It was declared that Fascists in certain parts of Italy did not wish to admit to their own federations those who belonged to the Catholic federation, and endeavoured to create enmity against it, in order to force its members to join the University federations in self-defence.

Urging the necessity of courage in meeting these problems, the Pontiff said that overcoming difficulties was one of the chief joys of living. In his climbing days in the Alps, he said, he had seen doubt in the eyes of his companions, at certain dangerous moments. He himself, however, having made his preparations thoroughly before hand, never felt such hesitation. He asked the President of the Catholic University Federation to inform him immediately of difficulties as they arose so that he could give assistance when it was needed and not have to wait until it was too late to make a protest. He added that he was convinced that the trouble only needed mutual understanding in order to remove it.

Song—"Cheery Souls" (Burke).

—Peter Dawson (Bass-Baritone).—B3521.

9.49 to 10.15 p.m.—

Waltzes.

"Jolly Fellows" (Vollstedt).—International Novelty Orch.

"Amoureuse" (Bergner).—International Novelty Orch.—C1682.

"The Skaters" (Waldteufel).—International Concert Orch.

"Estudiantina" (Waldteufel).—International Concert Orch.—C1393.

"Merry Widow" (Lehar).—International Concert Orch.

"Count of Luxemburg" (Lehar).—International Concert Orch.—C1392.

10.15 to 10.29 p.m.—

Introduction and Allegro for Harp with Strings and Woodwind accompaniment (Ravel).—Virtuoso String Quartette with J. Cockerill, R. Murchy and C. Desper.—C1693/C1693.

10.29 p.m.—Rugby, mid-day Press news.

10.30 p.m.—Close down.

AMERICAN SUED BY A WOMAN.

ALLEGED ASSAULT IN LONDON HOTEL.

"RIVER PARTY" STORY.

An affiliation case, in which the plaintiff, Miss Coletta Hill, of Clive-court, Maida Vale, alleged that she was tricked into entering the rooms of the defendant, said to be a wealthy American, Mr. Carl Rudolph Selye, in a Piccadilly hotel, and there locked in and assaulted, was opened at Marylebone Police Court, and adjourned.

Opening the case on behalf of Miss Hill, Mr. Valetta, barrister, stated that an action for damages for alleged seduction was pending in the High Court.

Miss Hill said that she was now 20 years of age and was living with her mother by adoption. In June, 1929, she attended a trade film show at the Regal Cinema, and was introduced to Mr. Selye by a Miss Ruth Dainty. She went out with him to restaurants, cinemas, and so forth, and on one occasion, in August, she returned from a cinema to his rooms.

He tried to detain her, but she eventually left, and next morning he telephoned and apologized.

Telephone Message.

In a fortnight, she continued, she began going out with him again, and, on September 7, in answer to a telephone message, she called on him, and he told her he wanted her to go on the River with him and two others to luncheon.

On arriving at his rooms she sat on the edge of the bed, and asked what time they were starting for the River. Mr. Selye, she said, replied: "I have fooled you; we are not going on the River." He then said he wanted to have an "affaire" with her. She refused and, as she went to pick up her bag, the defendant ran and locked the outer door.

A struggle followed. He eventually overcame her and put his hand over her mouth, and, when she bit it, he struck her face.

He told her that she had better not say anything at home, and she did not do so until about a week before her child was born.

When she knew her condition, she went at his invitation to his rooms. He said: "We will have to see what we can do about it. It will mean an operation. It will cost £50. You will have to go to Paris."

After the evidence of a German friend had been taken, the hearing was adjourned.

(Continued at foot of next column.)

THE SILVER SCREEN.

QUEEN'S THEATRE.

"INSPIRATION."

Paris sylvan cafes, where trysting nooks for intimate luncheons are hidden in tree branches, are reproduced in Greta Garbo's new starring picture, "Inspiration," which will open at the Queen's Theatre to-day.

Clarence Brown, who directed the new Metro-Goldwyn-Mayer feature, visited the romantic woodland cafes during a trip abroad last year and was so impressed by their charm and novel atmosphere that he utilized the background for one of the love scenes between the star and Robert Montgomery, the leading man.

Lewis Stone heads the supporting cast, which includes Marjorie Rambeau, Judith Vosselli, Beryl Mercer, John Miljan, Edwin Maxwell, Joan Marsh, Zella Sears, Karen Morley and Gwen Lee.

"REDUCING."

Anita Page continues to be Hollywood's busiest blonde.

No sooner had she completed "Our Blushing Brides" than she was rushed into "War Nurse." After that production she planned to take a short vacation but along came Marie Dressler and Polly Moran requesting that she play the young girl lead in their latest co-starring comedy, "Reducing," which opens next Sunday at the Queen's Theatre.

So Anita had to pack her make-up kit again and report for more work at the Metro-Goldwyn-Mayer studios.

KING'S THEATRE.

"THE PRINCESS AND THE PLUMBER."

Proving that comedy-romance is highly popular as screen fare, the King's Theatre is "playing to capacity audience" with "The Princess and the Plumber," the current feature with Charles Farrell and Maureen O'Sullivan in the title roles. The film depicts the surprising love-affair of a lonely royal heiress and an American engineer, and was directed by Alexander Korda.

The opening scenes cleverly establish the locale and the leading players, who meet without knowing each other's real identity. Their mutual and horrified recognition later, bring about plenty of hilarity as well as starting the train of obstacles to the romance. These include a highly sophisticated villain, an American millionaire who unsuspectingly hastens the love affair, a case of mistaken identity, a hurried marriage under false pretences and a kidnapped aeroplane, with everything coming out rightly in the end but not before the audience has been thoroughly entertained with the swift situations.

Both Farrell and Miss O'Sullivan are to be commended for their work in the romantic leads as the princess and the plumber, while H. B. Warner and Louise Closser Hale are excellent in their parts. However, the comic acting honours go to Joseph Cawthorn as the village jack-of-all-offices. His bat trick alone is worth the price of admission. The other members of the cast keep their work on the same high level.

"NO LIMIT"

When Clara Bow comes to the King's Theatre to-morrow, in "No Limit" she will be seen and heard in her first talkie, of which many of the scenes were taken in New York City.

A complete production unit from the Paramount Hollywood studios journeyed across the country with her to "shoot" the action in which she takes part in Fifth Avenue, at an up-town elevated station, at an Automat, restaurant and other places familiar to New Yorkers and to visitors to the metropolis.

MOVIELAND FEATURES FOR THE WEEK

QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.



Artists' model
toast of Paris,
lover's dream!
You've never seen
the soul of a woman
revealed as in
this picture!
THE ONE and
ONLY

GRETA GARBO

CLARENCE BROWN'S
production of
Inspiration

with **ROBERT MONTGOMERY**
LEWIS STONE
MARJORIE RAMBEAU

Metro-Goldwyn-Mayer
ALL TALKING

— ADDED ATTRACTIONS —

THE COLOUR REVUE
"CRAZY HOUSE"
with **BENNY RUBIN**

— NEXT CHANGE —

A thousand laugh
for every pound



Marie DRESSLER
Polly MORAN

THE PERFECT
COMEDY TEAM

They're even funnier
than in "Caught Short!"
You must come over!

with **ANITA PAGE**
LEWIS LITTLEFIELD

At 2.30, 5.10, 7.15 & 9.20

Prepaid 3 insertions
25 words \$1



PREMISES TO LET.

TO LET—PRINCE EDWARD ROAD, Kowloon. 4 Roomed FLAT with All Modern Conveniences and Garage. Apply to—**ORRIDGE FONCIER D'EXTREME-ORIENT**, 4th floor, FRANK BANK BUILDING. [180]

TO LET—GODOWN, HENNESSY ROAD, PRATA EAST. Solidly Constructed Two Storey Building. Ground Area: 5,000 square feet. Suitable for Knitting Factory, Godown or Garage. Moderate Rental. Apply Box 825, c/o Hong Kong Daily Press. [625]

FLATS TO LET—Two New Concrete EUROPEAN STYLE HOUSES on K. I. Lot 2189, Ho Mun Tin Street, Kowloon. Each Flat 31 Feet Wide, 125 Feet Long, Facing East. Very Cool. Apply to **COMPTON PRADORE, MACKINNON, MACKENZIE & Co.** [6]

TO LET—In Kowloon, immediate possession Near Star Ferry in Cool and Quiet Locality. Furnished and Unfurnished European FLATS with all Modern Accommodation and Flush. Thoroughly renovated. Rent very Moderate. Also for immediate possession, a Flat of Two Rooms, Furnished or Unfurnished, in Palace Hotel Building, with Two Bathrooms Kitchen, etc.—Apply to **H. RUTTON-JEE**, 39, HAIPHONG ROAD, KOWLOON. Tel. 57230.

TO LET—3-Roomed FLATS, No. 29, GROUND FLOOR, 28 and 27, SECOND FLOOR, ASHLEY ROAD, Kowloon, with Sanitary Fittings and Flush. Apply **BAKILLY Co.** Phone 32565.

TO LET—SECOND FLOOR, No. 2, CAMBAY BUILDINGS (No. 302, NATHAN ROAD), KOWLOON. Apply to **CREDIT FONCIER D'EXTREME-ORIENT**, FRANK BANK BUILDING, 4th Floor. [180]

PRIVATE HOTELS.

CLAREMONT PRIVATE HOTEL, 107-113, Austin Road, Kowloon. Overlooking Kowloon Cricket Club, Single, Double and Suites of Rooms. Modern Sanitation, Hot and Cold Water, Excellent Cuisine. Address Enquiries to Miss ELLIS.

DEBBINGTON PRIVATE FAMILY RESIDENCE, 3, BOWEN ROAD, situated on Mid-levels in Large Grounds Next to Bowen Road Station, with Easy Access to Town. Cool Single and Double Rooms with Bathrooms attached. Modern Sanitation. PHONE: 24287.

PREMISES WANTED.

WANTED—FURNISHED HOUSE or FLAT. Peak or Mid-Level for Two Months from End July or Early August—Write stating Terms, etc., to Box No. 4, c/o Hong Kong Daily Press. [4]

Furniture

WANTED TO BUY—Furniture of any kind, Clothing, etc. Second-hand or New. Single or Large Lots. Best Prices in the East. Apply 28, NATHAN ROAD (The Patience Store). [845]

BOOKS.

"MIND and MEMORY TRAINING COURSE" 4 Shillings, **HYPEROTISM COURSE**, 4 Shillings. Approval—P.O. Box 43, DUBLIN, IRELAND.

WANTED.

WANTED—All kinds of SAM-PLER GOODS, Large or Small Quantities. Apply **PALACE STORE**, 33, NATHAN ROAD. [147]

CLASSIFIED ADVERTISEMENTS.

Excellent!



"That sounds like the very flat we have been looking for; Mary will be pleased when I get in at tiffin time and show her this letter! Just suppose I hadn't seen that advertisement, we should never have known of it."

Find a job or give a job, let a house or rent one . . . our Want Advs. do the work efficiently and economically.

Dancing

VIOLET CAPELL'S DANCING ACADEMY, 9, TORRES BUILDING, KOWLOON. Telephone 57117. LESSON given in all Children's Dancing (BOYS and GIRLS). Ballet, Classical, Tap, National, Character, etc.

Billiards



BILLIARD Tables and Cushions re-covered and Cushion Rubbers replaced. Expert Work and Satisfaction guaranteed at Low Cost. **HONG KONG PUBLIC BILLIARD SALOON**, 192, Des Voeux Road Central. (Near World Theatre). Phone 20065.

WANTED.

WANTED TO BUY—UNDER-WOOD TYPEWRITER and ACME CODE. Must be Cheap and in Good Condition.—Please state Price and particulars to Box No. 856, c/o Hong Kong Daily Press. [859]

SECOND-HAND SADDLE and STIRRUP for a Novice Rider.—Please state Price and particulars to Box No. 841, c/o Hong Kong Daily Press. [841]

RADIOS

INTERESTED in WIRELESS? Then Look Out for Some Interesting News in the Hong Kong Daily Press on THURSDAY.

POSITIONS WANTED.

YOUNG MAN possessing all round Commercial Knowledge desires Position in any Capacity. With 12 Years' Experience with Large Mercantile Firm. A 1 Reference. Salary Secondary Consideration.—Please apply to Box No. 840, c/o Hong Kong Daily Press. [840]

ADVERTISER, 35 Years Age, 24 Years' Banking Experience, 44 Years' War 10 Years' Planting seeks Appointment in Mercantile House. Good Knowledge Accounts. At present in MALAYA.—Apply Box No. 850, c/o Hong Kong Daily Press. [850]

JUMBLE SALE.

UNION CHURCH, KENNEDY ROAD. The POSTPONED SPRING JUMBLE SALE will take place in the CHURCH HALL, on FRIDAY, 19th INSTANT, at 2.30 P.M. [3]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—
SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET
HOUSES AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertiser daily. Extra stamps for postage should be remitted.
All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading, at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

(THIS FORM MAY BE USED.)

Please insert.....times. Enclosed.....in payment.

Signature.....Address.....

Address: The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

Charges collected
25 words \$1.50

Tailors



ESTABLISHED 1888.
Tak Cheong
Gentlemen's Tailors, Outfitters
and Dealers in all kinds
of Fancy Goods
50, QUEEN'S ROAD CENTRAL
PHONE: 21817

HAVE YOU ORDERED YOUR WHITES?

PERFECT FIT GUARANTEED,
PRICES REASONABLE.

WING HING CO.
TAILORS.
64, QUEEN'S ROAD. PHONE 21417.

Kodaks
Materials &
Finishing

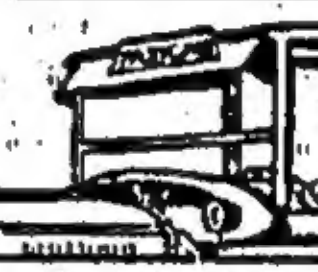


A. TACK & CO.

The most up-to-date
Photo Supply House
in the Colony
Developing, Printing
and Enlarging
Satisfactorily done.

26, DES VOEUX ROAD CENT.
TEL. 20945.

Cars



HONGKONG HOTEL GARAGE

FOR CAR HIRE

FOR HONG KONG: 24768
FOR KOWLOON: 57374

TUITION GIVEN.

MISS MARIA GOMES, recently from Los Angeles, VOICE Seven Languages. Operatic, Concert, Church, etc. PIANO-VIOLIN. From Rudiments to Artistic Finish.—Address: "ALPHA," HART AVENUE, KOWLOON. [44]

PETS



WANTED—PEKINGESE PUPPY, Male or Female. Not Over 4 Months Old, must be of Good Stock.—Write Box 848, c/o Hong Kong Daily Press. [848]

FOR SALE.

SCOTCH (or Aberdeen) TERRIER PUPPIES, Pedigreed Parents. Both Registered. English Kennel Club, 5 Weeks Old.—Box No. 6, c/o Hong Kong Daily Press. [6]

Printing



PRINTING—Menu Cards, Dance Programmes, Invitation Cards, Bridge Scores. Write Box 667, c/o Hong Kong Daily Press. [667]

GLEN KIDSTON'S DEATH.

WAS PLANE OVERLOADED?

SUGGESTION AT INQUIRY.

The suggestion that the machine in which Lieutenant Commander Glen Kidston and Captain T. A. Gladstone met their deaths was overloaded when it crashed on May 6 on the Drakensberg Mountains was made at the combined inquest and inquiry opened at Harismith (Orange Free State).

Mr. Phillips, an apprentice of the De Havilland Company, who had passed the test for judging weights, testified (as reported by Reuter) that he told both Lieutenant Commander Kidston and Captain Gladstone that the big truck they placed in the machine was too heavy. He was of the opinion that it weighed 120lb. In addition there was another case weighing 60lb. Lieutenant Commander Kidston replied that the truck "was lighter than a man."

On the other hand, a taxidriver who took the airman to the aerodrome said that there was one large case which he thought weighed 55lb.

Mr. Thomas Edwards, ground engineer at De Havilland's, Johannesburg, stated that on the Tuesday morning Captain Gladstone asked him to inspect the luggage, as, in Captain Gladstone's words, "Kidston was carrying a damned sea chest." The witness heard Mr. Phillips tell Lieutenant Commander Kidston so, and heard the airman reply that it was not heavier than a man, and that the pilot and the ground engineer was responsible for the amount of luggage carried. The witness did not see the luggage strapped on.

A farmer who saw the aeroplane come down said that it was flying high but not fast. He saw it rock and drop fifty feet. Then the plane righted itself and, so far as he could tell, rose again to its original height, again rocked, and then crashed, the broken wing reaching the ground before the plane.

BIG BEN TO HAVE A NEW RIVAL.

PLANS FOR A GIANT CLOCK-TOWER ON EMBANKMENT.

It is understood that the plans of Messrs. Josephs, the architects, for the new Shell-Mex office building on the site of the old Hotel Cecil include a giant clock tower facing the Thames, on the Embankment side.

The clock tower, according to the present plans, will stand out in bold relief and will attract general attention to the lines of the main building.

The L.C.C. previously refused consent to the erection of the new building because of the proposed height, but, objections having been met, the Building Committee of the Council have now passed the plans with certain recommendations, and they will be considered by the full Council on June 16. When the plans are passed no time will be lost with the building operations. Already several pits have been sunk to take the foundations.

Street Plan.

Various difficulties have had to be surmounted. The authority refused sanction for the formation, or laying out, of a street for vehicular traffic, leading westward across the site from Savoy-place, because the width did not satisfy their requirements. Then the application was amended to show a width of 22 feet at the eastern end, increasing to 24 feet at the western end. The Law and Parliamentary Committee of the Westminster Council have reported to the County Council that the application is now satisfactory.

From the new building a magnificent view of the Surrey hills will be obtained.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON
WEDNESDAY AND
THURSDAY,
JUNE 17 and 18, 1931.

COMMENCING EACH DAY
AT 10.30 A.M.

At No. 22, ICE HOUSE STREET.

(Former Premises of
THE METROPOLIS HOTEL)

A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

Teak Hatstand, Morocco Leather Covered Couch and Armchairs, Chesterfield Couch and Chairs, Teak Bookcases, Side Tables, Brass Ware, Fenders, Ornaments, Pictures, Screen, Teak Flower Stands, Filter, Wall Clocks, Carpets, Rugs, Curtains, Blankets and Linen, etc., etc.

Teak Dining Table, Dining Chairs, Teak Sideboards, Teak Ice Chest, Dinner Wagon, Dinner Crockery, Glass Ware, E. P. Cutlery, Ceiling and Table Fans, Electric Lights, Electric Heaters and Fittings, etc., etc.

Teak and Iron Bedsteads, Teak Wardrobes with Bevelled Mirrors, Dressing Tables, Chests of Drawers, Marble Top Wash Stands, Desks, Toilet Sets, Gas Stoves, Kitchen Utensils, etc.

Also

Several Enamelled Baths and Porcelain Wash Basins

and

One Piano Player with Rolls of Music.

CATALOGUES will be issued.

ON VIEW FROM MONDAY, the 14th JUNE, 1931.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions from

Messrs. SENNET FRERES

To Sell by

PUBLIC AUCTION

ON

TUESDAY AND
WEDNESDAY,
JUNE 23 and 24, 1931.

COMMENCING EACH DAY
AT 10.30 A.M.

(with Interval from
12.30 p.m. to 2.30 p.m.)

At THEIR STORE,

YORK BUILDING

THE WHOLE OF THEIR
SURPLUS STOCKS

Comprising:—

Gold and Silver Watches (Pocket and Wrist), Jewellery, Silver and Plated Ware, Cups, Cigarettes Cases, Clocks, Fancy and Leather Bags, Porcelain Ware, Out Glass, Lalique Glass, Fancy Goods, etc., etc.

Also

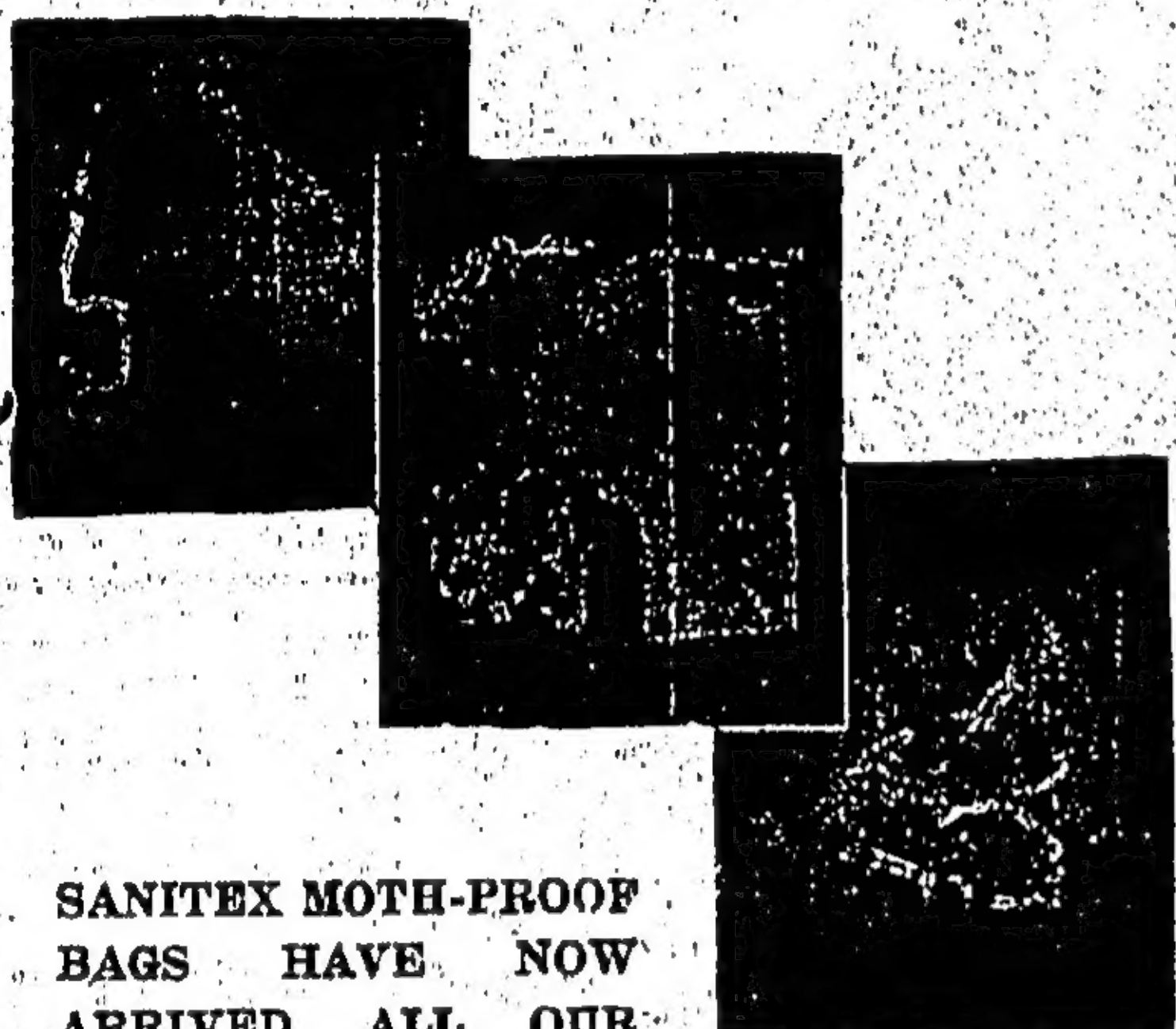
A QUANTITY OF SHOP
FITTINGS.

ON VIEW FROM MONDAY, the 22nd JUNE, 1931.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

LAST FEW DAYS

of our
**REMOVAL
SALE**EVERYTHING
GREATLY
REDUCED.**SENNET FRERES**M. Heimendinger and Levy Succrs.
York Building, Chater Road.
HONG KONG.**"FIGHTING THE MOTH"**SANITEX MOTH-PROOF
BAGS HAVE NOW
ARRIVED ALL OUR

CUSTOMERS WHO RECEIVED LISTS

**MOTH-PROOF
BAG**EXTRA BAGS MAY BE HAD ON
APPLICATION TO OUR WORKS ONLY.
COMPLETE SUITS BAGS 50 CTS. EACH.
OVERCOAT SIZE 75 CTS.**THE STEAM LAUNDRY CO.**
Sanitary Laundrymen, Dyers and Dry Cleaners.Receiving Depots and Agents:—
Head Office & Works: Mongkok, Tel. 57032 (Kowloon Hotel Depot).
Hong Kong Depot: 16, Stanley Street, Tel. 21379, Peak Hotel Depot.
Peninsula Hotel (Visitors only). Hong Kong Hotel (Visitors only).
No. 2, Peninsula Hotel, Arocco and at No. 864, Nathan Road
(Next door to Majestic Theatre).**WHEN**

YOU REACH HOME

You will be wondering
how things are going
out here, what all your
friends are doing, who
won the tennis league.**THE HONG KONG WEEKLY PRESS**will give you all the news
and keep you in touch
with things out East.Don't forget before you sail to
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**£6 A WEEK AND ON
THE "DOLE."****DOCK LABOURERS'
METHODS.****"WITHIN THE LAW."**How dock workers exploit the
"dole" is shown in the report of
the Port Labour Committee.This Committee, presided over by
Sir Donald Maclean, M.P., and in-
cluding three representatives of the
dock workers—Mr. Ernest Bevin,
Sir James Sexton, M.P., and Mr.
Ben Tillett, M.P.—report that
from 1921 to 1929 inclusive £26,000-
000 was paid into the Unemploy-
ment Insurance Fund by employers,
employees, and the State on account
of the "Dock, Harbour, River, and
Canal Service" in Great Britain.
During the same period the amount
of benefit paid to workers in the
service was £22,000,000.A sample analysis of the London
workers showed that 50.9 per cent.
drew benefit at some time during
the year, the average amount being
for 22 days, but that only a small
proportion were registered as
wholly unemployed during any
week in which benefit was drawn.After examining the provisions
of the Acts, the Committee were
"not surprised" to find cases of
men "earning £4, £3, 20 or even
more during two or three days' or
nights' work, who had also received
benefit during the same week.""No witness before us," they add,
"attempted to defend this practice,
except on the ground that it was
within the law."**Suggested Remedy.**On the question of the "dole," as
applied to the industry, there are
differences of opinion. Mr. Bevin,
Sir James Sexton, Mr. Tillett, Mr.
D. W. Milford, Mr. T. W. Condon,
and Mr. D. Hillman submit a
scheme providing for a minimum
weekly income, pensions, registra-
tion, and distribution of employ-
ment under one statutory autho-
rity. The money would be found
under the scheme by a levy on the
goods handled.On the other hand, Sir Alfred
Booth, Mr. C. Cullen, Mr. C. F.
Leach, Mr. C. S. Page, Mr. S. O.
Parkin, and Mr. James S. Spencer
urge the principle of separating re-
lief from insurance, and recom-
mend a scheme to ensure that
casual workers who earn high wages
in a few days should not draw
benefit immediately they are unem-
ployed, and to remove the present
inducement to evade employment in
order to maintain "continuity of
unemployment." They suggest fur-
ther, that transitional benefit at the
direct charge of the Exchequer
should be paid for a limited period
only, on the basis of family needs,
with strict conditions with regard
to the acceptance of suitable work
or training.**GANG CHIEF'S RICHES.****AL CAPONE REAPS £230,000
A YEAR.**Chicago.—An annual income of
£230,000 is enjoyed by Al Capone,
according to Government officials
at Chicago.Capone has the heavy salary list
of his gang to pay, but even allow-
ing for that, his revenue would
be welcome by many business en-
terprises in these hard times. His
wealth entitles him to rank with a
select group of American plutoc-
rats, for there are only 500 per-
sons in the country whose income
exceeds £200,000.During four years the Capone
gang's revenue was well over
£1,000,000.These figures come from a Gov-
ernment official with a reputation
for precision, and they suggest that
a close audit has been made with
a view to tax prosecutions. Other
methods of dealing with gangsters
having proved ineffective, the Gov-
ernment is trusting to the opera-
tion of income tax laws to break
their power.**FOUR HOUR FIGHT
WITH REBELS.****TEN BURMESE KILLED****MAIL TRAIN WRECKED
BY BRIDGE.**A large scale rebel attack in
which the ordinary rebel forces
were joined by many villagers, took
place at Wettigan in the Promo
district on May 31 says the *Ran-
goon Times*.For four hours the military and
civil police strove gallantly to
drive off the rebels, and eventually
did so, killing ten of them. Many
other rebels were known to be
wounded, but were taken away in
the retreat.The rebels, who were very deter-
mined, were armed with a variety
of fire-arms besides the usual daga
and spears. The object of the at-
tack was the local police station
which was not damaged although
houses in the vicinity were burnt.
There were no casualties to the
Crown forces. In another fight,
however, one head constable was
missing.The evening mail from Rangoon
to Mandalay was wrecked near Pya
by dynamiting part of a bridge
and by removing rails. Although
the engine and some of the coaches
capsized, it is reported that none
was killed, and that the total
casualties were six injured. It is
stated that there is no evidence that
the wrecking of this train may be
directly connected with the rebel
movement.**Many Wounded.**A desperate attack on the part
of a force of rebels estimated at
over 600 has been reported from the
headquarters of the Promo District
as having taken place at Wettigan.The force is said to have been
composed of villagers from Kwing-
yi, Iuya, Kyawtha, Kyaukpokwin,
Pyinmaung, Ywathitt, Waingga-
yaung and Paungnweggon, and the
object of their attack was the Wet-
tigan police station.The attack took place at eight
o'clock in the morning and for four
hours the military and civil police
gallantly resisted the rebels and
killed ten of them. Many others
were wounded but were taken away
by their comrades.The rebels were armed with daga,
muskets, double-barrelled guns, and
revolvers. They carried rosaries
and waved handkerchiefs.Inspector Kin Maung's party
reached Wettigan three hours after
the attack.It appears that all the villagers
around Wettigan joined in the
attack with the regular rebel forces.
Another attack was expected the
same night but did not come off.Houses round about the police
station were set fire to and burnt
with the hope that the police
station would catch fire. Corpses
of rebels killed in the attack have
been taken to Promo.There were no Government
casualties.**Mail Train Wrecked.**The situation in the Pegu Dis-
trict has taken a new and very dis-
turbant turn as is manifest by the
deliberate wrecking of the No. 3
up Mandalay mail train, near
bridge 170, between Panwagon and
Tawgywe-In, shortly after 11 p.m.
by removing rails from the ap-
proach to the bridge and by blow-
ing up one of the piers of the
bridge.As could be seen from messages
from railway officials near and at
the scene of the capsizing, the first
figures as to the casualties were con-
flicting, several dead and injured
being reported at first while later
messages state that there were no
killed and only four injured.**First Intimation.**The first intimation of anything
wrong on the line was the message
received at the Jlanggon railway
station by railway officials from
Toungoo which reads as follows:
"3 up mail engine and three bogie
third-class carriages capsized near
bridge 170 between Panwagon and
Tawgywe-In. Several killed and
injured but details are lacking as
communications are imperfect."This was followed not very long
afterward by a message from the
assistant Traffic Superintendent,
Toungoo, to the effect that the de-
railment as at first reported from
Toungoo had taken place at Mile
606/9 on bridge 170 and that three
had been killed and four or five in-
jured. "The engine had crossed the
bridge and turned over. One bogie
carriage was in a borrow pit by
the side of the track and in falling
had put the telegraph lines out of
commission. One bogie carriage
was smashed on the track. Three
bogie carriages of No. 4 down were
being detached and sent to the
scene of the accident to bring back
the passengers of No. 3 up to
Tawgywe-In. Trans-shipment was
possible. The cause of the accident
was unknown. The up and down
slide were blocked. Telegraphic
communication below Tawgywe-In
was interrupted."**Balls Removed.**A still later message from the
same official said that there were
no killed and only six wounded and
they are being taken to the Pyu
hospital. The accident in his
opinion had been wilfully caused
by unknown persons.A couple of hours later this was
followed with a third message from
the A.T.S., Toungoo, in which he
states that the cause of the accident
was due to the removal of two
rails at bridge 170. No. 1 pier of
the bridge had been completely de-
molished which made them sus-
picious that explosives had been
used. Four persons only had been
injured and they had been sent to
the Pyu hospital. The engine was
lying across the down line but it
would probably be removed within
24 hours. Trans-shipment was pos-
sible.As soon as the information was
received plans were at once put in
hand for the departure of the com-
bined wrecking special.**COATES' ORIGINAL****PLYMOUTH GIN**

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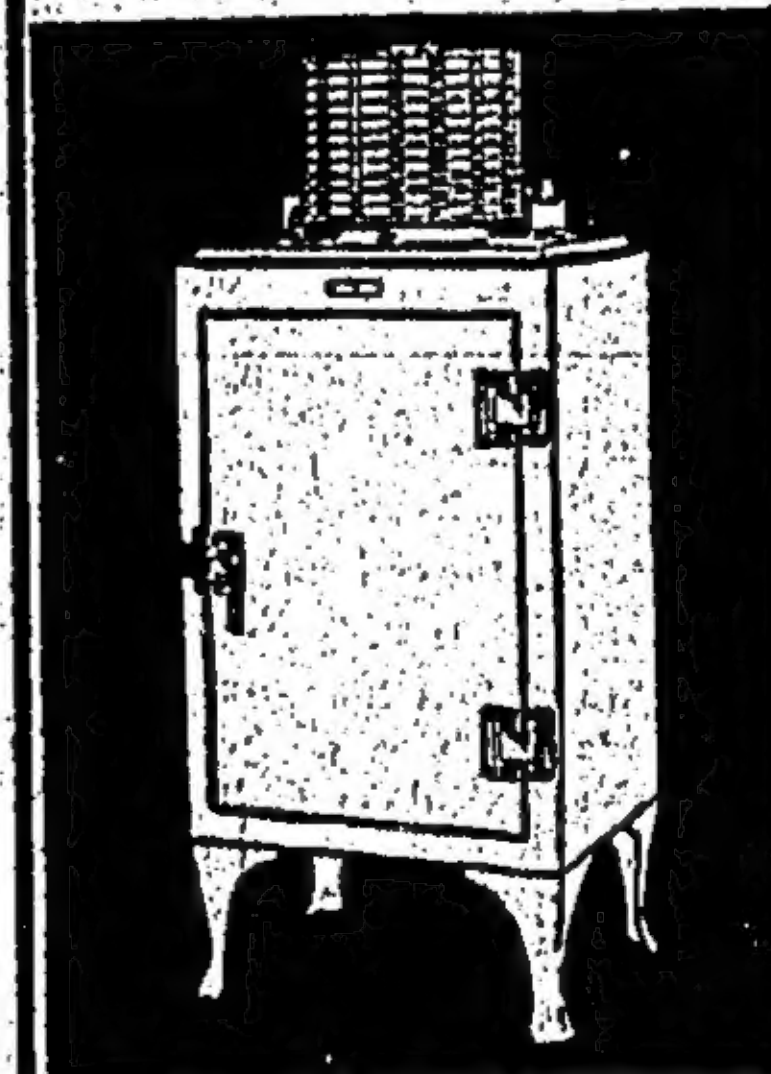
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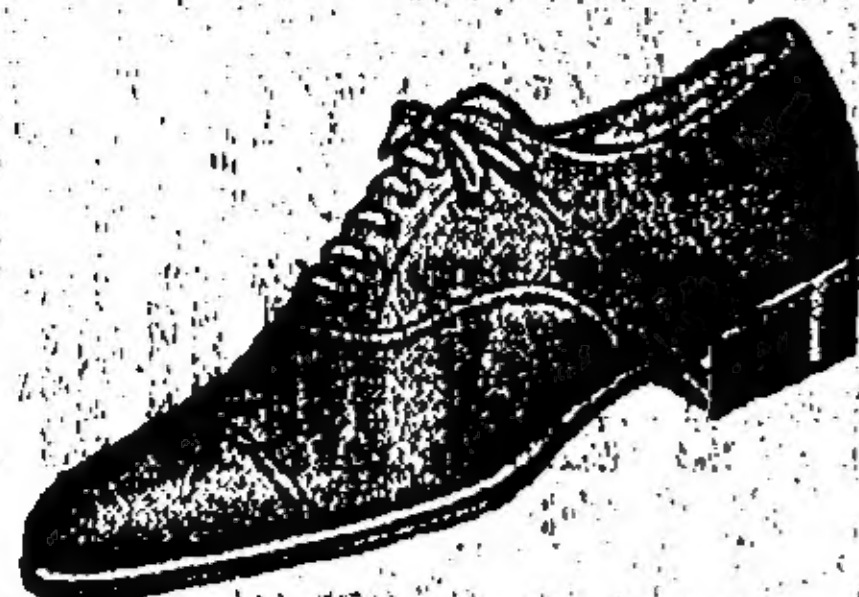
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CAPTAIN ROBERT DOLLAR.

ROMANCE OF A GREAT STEAMSHIP LINE.

FROM LUMBERMAN TO SHIPPING MAGNATE.

A little more than thirty years ago on the Pacific Coast, a new figure came into the shipping business, a man whose total previous training had been in lumber camps, a man who had toiled from his eleventh year to past the half-century mark in all capacities from cook's chore-boy to owner of extensive lumber interests. Need of transportation facilities from his forests to market forced Captain Robert Dollar into the shipping industry and the purchase of the steam schooner "Newsboy" signified his introduction.

The "Newsboy," though small was sturdy. Her dimensions were: Length 120 feet, beam 20 feet, depth 9 feet and speed 7 to 8 knots in good weather. She was the acme of the Dollar fleet. To-day the company's leading representatives on the sea are the President Hoover, in service August, 1931, and the President Coolidge in service October, 1931, the two largest merchant liners ever turned out in American yards. The President Hoover and President Coolidge have a length of 633 feet, beam 81 feet, depth of 59 feet and sea speed of 21 knots. Electrically driven and operated, palatial in the extreme, with all features required for the comfort of travellers such as would be found in a modern metropolitan hotel, these vessels have been hailed by experts as the last word in ship construction.

An Uphill Fight.

With accommodations for more than 1,200 passengers and a crew of 300 and more, the President Hoover and Coolidge are a far cry from the "Newsboy" which carried 11 men and no passengers. Yet the road from the "Newsboy" to to-day was not an easy one, nor rapid, but a slow, uphill fight through phases of sailing ships and freighters, eras of depression and periods of all but hopelessness. However, the progress was successfully hewn by Captain Dollar and his sons.

Captain Robert Dollar who, despite his 87 years, is still actively engaged in shipping as Chairman of the Board, of the Dollar Steamship Lines, of which his sons, R. Stanley and J. Harold, are president and vice-president, respectively. Each day sees Captain Dollar at his desk of the Dollar Building, San Francisco, and not one of the great fleet sails away from the home port before the Captain has inspected her from the engine room to the bridge.

Robert Dollar was born in Falkirk, Scotland, on March 20, 1844. Eleven years later he was chore-boy in the Canadian woods, then time-keeper. When a mere boy he purchased a Canadian farm on the instalment plan. He was then getting only \$20 a month, but he paid for the farm and still owns it. Three years later he went into business for himself, failed, and for three years worked to pay off his debts. After straightening out his accounts, he moved to the Pacific Coast and in 1893, at the age of 50, he established his first saw mill on the Pacific Coast. It was not until 1901 that Robert Dollar bought his first ship and cleared the Golden Gate with a cargo of Dollar lumber. This ship, the "Newsboy" was Robert Dollar's first shipping venture.

At the Age of 80.

From 1901 until 1923 Robert Dollar engaged in the shipping business on a small scale. In 1923, at the age of 80, he purchased a fleet of "President" liners from the United States Shipping Board, and shortly after, established the now-famous Dollar Line. Every step and every detail was worked out by the 80-year-old former lumber man who was now a shipping executive. His first sailing was on January 6, 1924, when at 8 o'clock, sharp, the liner President Harrison cleared from San Francisco, and sailed out of the Golden Gate, westward on her first round-the-world voyage. Robert Dollar's life romance is a beautiful one.

(Continued at foot of next column.)

"BALACLAVA."

A GREAT BRITISH PICTURE.

AT THE CENTRAL THEATRE.

"Balclava," the all-British talking picture which opened yesterday at the Central Theatre, will be hailed by discriminating picture-goers as one of the best pictures ever shown on the local screen.

British films are wanted in this Colony, and when an opportunity such as this presents itself, when we can see so realistically portrayed, the Charge of the Light Brigade, an epic in our history, told to us all at youth and of which we are justly proud, then should we take full advantage of it.

It is a masterly production of one of the most famous cavalry charges in history, famous not so much for what was accomplished but for the supreme daring of a brigade of 670 sabres ordered by mistake to charge a whole Russian army instead of a few guns.

The story was written by Boyd Cable (Colonel E. A. Ewart), and the military scenes were made with the assistance of the War Office.

Actual regular troops in the 1st King's Dragoon Guards, the 14/20th Hussars, the 1st Field Squadron Royal Engineers, the Royal Engineers Mounted Depot, and Royal Horse Artillery re-enacted the actual charge.

Collin Campbell's "Thin Red Line" was composed of the 1st Battalion Seaforth Highlanders.

This picture is not by any means simply spectacular, for it tells us the story of one John Kennedy, a Lieutenant in the 63rd Highlanders court-martialled for murder, acquitted on this charge but dismissed the regiment for duelling. His great effort to live the sentence down, and to prove eventually his innocence; and his meeting with Jean MacDonald.

The Central Theatre is to be congratulated in producing a film such as this in Hong Kong, we want more like it, and therefore it is up to the British residents here to see and enjoy the film, and give the support so well deserved.

The undying memory of the glorious page in the history of the British Army is stirred by "Balclava," a Gainsborough picture showing at the Central Theatre. The Charge of the Light Brigade, one of those tragic errors which make military history live long, is reconstructed with a wealth of detail and actuality only possible in a country with such traditions as ours. Moreover, such a picture could not have been successfully produced without the active co-operation of the War Office. The military authorities afforded the producers every assistance and Maurice Elvey, who directed the picture, was able with the troops placed at his disposal in the Long Valley at Aldershot to re-enact the stirring Charge of October, 1854.

"Balclava" does not entirely rely upon the masterly reconstruction of the Charge of the Light Brigade for its entertainment. The feature is, of course, the high light of the picture, but a pleasing romance leads up to the Charge. We also see a reconstruction of the famous "Thin Red Line" incident in which Col. Campbell's 92nd Highlanders withstood a massed attack by Russian Cavalry and bent them off. "Balclava" bristles with good points, is a British picture of sterling merit, and outstanding qualities, which we recommend film goers not to miss.

Dollar was a passenger aboard that ship. On this trip he carried on 400 shippers and prospective customers.

The new liners President Hoover and President Coolidge are scheduled in the New York-California-Orient service of the Dollar Steamship Lines, and will have the distinction of being the first American-built liners to cross the Pacific Ocean.

In his work to create an everlasting trade between the United States and the Orient, Captain Robert Dollar has been ably assisted by his sons, R. Stanley and J. Harold Dollar. On Sundays and holidays the sons and their families gather at the beautiful home of Captain and Mrs. Dollar in San Rafael, where the "Grand Old Man of the Pacific" and his bride of 57 years have lived since their migration to the Pacific Coast. The story of their life romance is a beautiful one.

DRUNKEN INDIAN'S ESCAPE.

AN ESTATE INCIDENT.

EUROPEAN'S COMPLAINT OF ATTACK.

The defence that he was so drunk that he did not know what he was doing and that he only recovered the following day in hospital to find that he had been severely injured, was put up by an Indian labourer who is alleged to have attacked a European with a piece of heavy pipe.

Narasansamy, the accused, was previously committed to the Singapore Prison to stand his trial on a charge of the attempted murder of Mr. St. Alban Smith, of the Sektar Plantations, Ltd., but in view of Mr. Smith's impending departure from the Colony, the charge was reduced to one of attempting to cause grievous hurt and he was before Mr. G. C. Dodd, the Singapore Criminal District Judge, last week when his Honour ordered the accused to be sent for medical observation.

Mr. Daniel Kenny, Chief Court Inspector, conducted the case for the Crown. The accused was not represented by counsel.

Giving evidence, Mrs. Smith stated that she was in her bungalow on the evening of April 19 when she saw the accused staggering up. At that time he did not have anything in his hand but after the attempted attack on her husband she saw the piece of pipe lying near the scene of the trouble.

Asked by Mr. Kenny, Mrs. Smith said that she had never seen the pipe before. The accused did not appear to be drunk.

Wife Gives Alarm.

Mr. Smith stated in evidence that on the day in question he was in bed after an attack of influenza when at about 6 o'clock his wife told him that a madman was coming towards the house using very foul language and armed with something in his hand. He told her that there were enough servants in the house to handle the man and the biggest of his Chinese "boys" was sent out. A little later all the servants came rushing into the house and slammed the door behind them.

Mr. Smith said that he then got out of bed and went out to see what was the matter, taking with him his revolver and his black-thorn walking stick. The accused was then breaking the lighting plant house and when he (witness) asked him what he wanted, the accused became "terribly abusive" and asked him if he was an Englishman or a German. On being told that he was an Englishman, the accused told him that the would mutilate him as the Germans did during the War.

"Swing at His Head."

The accused spoke perfect English, and after treating him to a political speech, made a swing at his head with the piece of pipe. Witness said that he just managed to duck the blow and he "hit him good and hard on the top of his head with the blackthorn." As the accused spun round he hit him again on the head and he fell and was out for a short time. Then he again tried to use the pipe. Witness hit him on the wrist and the accused dropped it. His wife telephoned for the police and the accused was removed.

Accused: Is there any reason why I should want to do you any damage?—You said you were sent out from India with fifteen others to wipe out all the Europeans here. Replying to Mr. Kenny, Mr. Smith said that the accused did not appear to be drunk. When he regained his feet he was seen to draw something from his waist and throw it into the vegetable garden. As it flashed past it appeared to be a knife, but in spite of a search it could not be found.

Smell of Alcohol.

A police corporal attached to the Chu Chua Kang station said that he went to the complainant's bungalow in consequence of a telephone message and saw the accused lying unconscious on the ground. On being removed to the station he became sick and smell of alcohol. Mr. R. C. Blair, Wiltshire, A.S.P., in charge of the Paya Lebar Division police, said that on April 19 he took a report from Mr. Smith and the accused was sent to hospital for his injuries and he was detained there for three days. The medical authorities had certified that he was suffering from excessive alcoholism. A search was made for the knife alleged to have been seen by Mr. Smith but it could not be found.

The case for the prosecution having closed, the accused said that he was a labourer employed on the dredger at the Naval Base. On April 19 it being a Saturday and a half holiday, he went down to the today shop at the 11th mile some and had some toddy. Then some friends joined him and teased him, and he could not remember anything after that. The following day he woke up in hospital and it was only then he discovered that he had been severely injured. Served in Mesopotamia.

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A GIRL PARACHUTIST KILLED.

FATAL 600 FOOT JUMP.

A girl of 17 was killed at the aviation meeting at Epernay, near Rheims, through her parachute failing to open.

She had insisted upon making a parachute descent, and jumped from an aeroplane at a height of about 600 feet.

WORLD RIDERS AT HORSE SHOW.

PRINCE OF WALES'S CUP.

Six nations have already entered the lists to attempt to wrest the coveted Prince of Wales's Cup from Great Britain at this year's International Horse Show at Olympia the last week in June.

The jumping and riding will be the keenest for many years. A Dutch team will compete in this class for the first time. The bodyguard of the Governor-General of Canada will supply a team. Chilean, French, Belgian, and Irish Free State teams have also entered.

ber anything after that. The following day he woke up in hospital and it was only then he discovered that he had been severely injured. Served in Mesopotamia.

During the War, the accused said, he was attached to the Inland Water Transport Corps as a coal collier and saw service in Mesopotamia and had borne an excellent record. He got into his present trouble owing to the fact that he was drunk.

Questioned by Mr. Kenny, the accused said that he had been in Singapore for the past three years. He could not speak any English, knowing only one or two words.

His Honour, Mr. Smith, says you spoke English to him all the time!—How could I, sir, when I do not know any English. I do not even know Malay.

Further questioned the accused said that he had no knowledge of the piece of pipe produced. He worked in the Naval Base and could not bring out any such thing. His superiors at the Base could speak as to his character.

Mr. Kenny said that although the accused had been here for three years there was nothing known against him. "He might have been under the influence of drink and the medical authorities say he was suffering from excessive alcoholism."

His Honour directed that subpoenas be issued to the accused's immediate superiors at the Base in order to get evidence of his character and also ordered that the accused be sent to hospital for observation. The case was adjourned.

THE FROTH BLOWERS.

NEW ORGANISATION.

It was announced in the *London Gazette* that at an extraordinary general meeting of Ye Ancient Order of Froth Blowers, Ltd., held in London recently a special resolution was passed that the Association be wound up voluntarily.

Mr. David H. Cain, "Grand Hurricane" of the Frothblowers, who lives at Westcliff, told a Press representative.

"This does not mean the end of the Order. I am in touch with leading members of the Order with a view to forming a new central organisation to carry on. While the order is not as popular as it was in England in former years, it is becoming stronger overseas. The membership has grown to more than 750,000 and altogether more than £250,000 has been raised for charities."

The two central personalities in the Order, Sir Alfred Fripp, the surgeon, and Mr. Bert Temple, have died within the last few years.

TAXPAYERS STRIKE.

CHICAGO HEADING FOR BANKRUPTCY.

With large numbers of property owners refusing to pay taxes and 18,000 city employees unable to get their salaries, Chicago is tottering on bankruptcy, from which it was saved by bankers last year.

Over £190,000,000 are needed to put the city on a cash footing again, but if tax returns are no longer certain, no security can be provided for future loans. The Banks have already advanced to Chicago \$50,000,000 to tide it over its difficulties.

Enough taxpayers are now on strike to reduce the revenue from this source from \$35,000,000 to \$24,000,000, add anxious school teachers, policemen, firemen and other municipal employees are wondering when they will be paid.

The financial troubles of the city are entirely due to political mismanagement.

MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate-General for the following persons:—L. Bruce, S. J. Derry, W. E. DeBorough, P. Dwyer, L. Egan, A. Edson, T. E. Franklin, S. L. Kelly, C. H. Roster, O. Smet, Mrs. H. H. Mark, E. A. Sweet, H. H. Winburg.

FROM ARMAMENTS TO COMMERCE.

ENGINEERING FIRM'S SUCCESSFUL ENTERPRISE SINCE THE WAR.

INTERESTING ADDRESS AT ROTARY CLUB.

How an engineering firm, which before and during the Great War was interested only in the production of armaments, has successfully changed its scope of activities until it has become one of the biggest commercial engineering concerns in the world, was related by Mr. W. G. A. Turner at the Rotary Club luncheon yesterday.

Mr. Turner is a Chartered Civil Engineer and an Associate Member of the Institution of Civil Engineers. He is the agent in Hong Kong for Messrs. Vickers-Armstrongs, Ltd., in regard to their contract to supply a new plant to the Green Island Cement Company.

In connection with this contract it is of interest to note that the guaranteed output of the new plant will be 100,000 tons of Portland cement per year, and that the greatest care has been taken to prevent the production of dust. The huge kilns to be installed are also described.

The meeting was presided over by the Hon. Mr. W. E. L. Shenton who appealed to members for assistance in connection with the flag day of St. John's Ambulance Brigade to be held on Wednesday, June 24. The services of lady-helpers are required. Mr. Shenton's appeal will be found below.

DETAILS OF NEW LOCAL CEMENT PLANT.

Mr. Turner's address was as follows:—

Many of you, no doubt, have wondered at times what has happened to the large armament factories which were such important factors in the Great War; and I think that it may interest you to hear of the changes in production that have taken place in my own firm in recent years.

The firm of Vickers-Armstrongs, Ltd., has probably the best equipped organisation in the world for the production of all types of war vessels, together with their machinery and armaments. In fact the man in the street invariably associates the firm with armaments; and considering that almost every nation has been supplied with equipment by Vickers at some time, this attitude is not surprising.

It is however not so well known that, during the last twelve years, this organisation has succeeded in gaining a place in a field which formerly had remained outside its scope; that is to say, in commercial ship-building and engineering, and this during a period when the so-called "heavy industries" were in a depressed condition.

Specialised Branch of Industry.

Armament work is an exceptionally specialised branch of industry, and is one which calls for a large amount of capital in order to provide the plant and buildings necessary to produce such highly technical products as armaments.

Prior to the war and, of course, during the war, nothing but armament work was undertaken, the general commercial field being left severely alone. The end of the war and the subsequent economies on armaments practised by all nations, had a very serious reaction on British firms who had made a speciality of this work, and it was evident that if these firms were to keep their valuable workshops open, some other classes of work would have to be undertaken to augment the meagre armament orders then offering.

Now workshops, in which war vessels and their equipment are constructed, are obviously capable of being used economically for merchant shipbuilding and heavy engineering work, and it was to these branches of industry that Vickers-Armstrongs, at Barrow-in-Furness, decided to look for suitable work.

Now the addition of these interests to the firm's activities, meant that specialists had to be engaged for each particular branch, and by so doing Vickers have placed themselves in the position of being able to undertake the actual design of new types of plant to suit clients' particular requirements and to experiment with a view to the improvement of the clients' existing plants. Clients are thus certain of getting service in the fullest sense of the word and can have full confidence that their propositions have the same seal of completeness that armament clients have always enjoyed.

Ship-building.

In view of the foregoing, it is gratifying for me to be able to say that the firm has been entrusted with the building of many passenger and cargo ships; amongst these I may mention the 13,000 tons steamers for the Australian Commonwealth Line, named "Hobsons Bay," etc., also several large ships for the Orient Line, each of 20,000 tons and named "Orontes," "Orama," etc. The "Carinthia," "Antonia" and the "Scythia" for the Cunard Line. The "Rangitira" for the Union S.S. Co. was launched on April 16, this year and is now fitting out at Barrow.

Two other vessels now being fitted out are of especial interest, I refer to the two new P. & O. liners, the "Strathaird" and the "Strathnaver." These two vessels are propelled by Turbo Electric machinery; they will accommodate 1,160 passengers and are in every way magnificent additions to their owners' fleet.

At our yard at Walker-on-Tyne, the "Monarch of Bermuda," built for Messrs. Furness Withy, is now fitting out. This vessel is designed to run a luxury service from the West Indies to America and the ship is equipped with all modern appliances both for navigation and the comfort of passengers; she is fitted out to accommodate 920 passengers and is of 20,000 tons register.

Marine Engineering.

The reciprocating engines, steam turbines and boilers for most of the vessels built were also constructed. Some of these vessels were supplied with oil engines, amongst these being the "Moveria" and the "Modavia" for the Donaldson Line, the "Narragansett" for the Anglo-American Oil Co., and engines for the "Ondo Maru" the latter being the first Japanese motor-ship.

Reverting for a moment to turbine driven ships, I would like to say that we have succeeded in developing a new form of toothed gear for the reduction gear between the turbine and propeller shafts; this gear is named the Vickers Bostock Bramley Enveloping Tooth Gear, and it has the valuable property of carrying double the load to that which the ordinary Involute Tooth will carry. It has been adopted by several shipping companies.

Land Engineering.

Double acting horizontal engines using the waste gas from iron and steel works for generating electric power have been supplied. Of all commercial activities undertaken in regard to land work, the Portland cement industry probably offers the widest scope on account of the extreme suitability of the Barrow works for the manufacture of the very heavy and specialised machinery used in the manufacture of Portland cement. The machinery used in this industry is without doubt, heavier than that used in any other commercial undertaking; Rotary Kilns measuring 96 feet in diameter and 320 feet in length

have been manufactured for English cement factories, and plants of this nature as well as large grinding mills have been supplied at home and abroad.

New Cement Plant.

As you all know, we have at the moment a contract with the Green Island Cement Company to install a complete cement making plant, and whilst I will not attempt now to describe this plant I think that it will interest you to know that the greatest care has been taken to prevent the production of dust, in every stage of manufacture, by the installation of Vico-Beth Filters in the cement factories and by the provision of Lodge Cottrell electrical dust precipitators to entrain dust suspended in the kiln gases. The guaranteed output of the plant exceeds 100,000 tons of Portland cement per year.

There are two rotary kilns, each 254 feet long and 11' 0" in diameter at the largest part; each kiln will weigh 382 tons when working and will revolve at a speed of one revolution in 80 seconds. They are fitted with the Vickers patent Reflex recuperator which removes surplus heat from the kiln product and in conjunction with the new type of air-swept coal grinding mill uses this surplus heat to dry the coal before it is used in the kiln. Both of these improvements in the manufacture of Portland cement have been developed by Vickers-Armstrongs.

Another important section of the cement industry calls for the use of stone-crushing plants; we recently supplied to a new cement works in Derbyshire a stone crusher of the jaw type with an opening 6 feet long and 4 feet wide, this machine takes rocks the size of an ordinary office desk and crushes them down to six-inch pieces at a rate of 5 tons per minute. This machine weighs 140 tons and is driven by a 250 horse-power motor.

Before leaving this section I would like to revert for a moment to the Green Island Cement Co.'s plant. This plant is being entirely supplied by Vickers-Armstrongs and includes the buildings, machinery, electrical equipment and all mechanical plant, the only excluded item being the concrete foundations. This contract is one of the largest ever secured in the Far East by a British firm.

Aeroplane Engines.

Amongst other interesting commercial work carried out at Barrow, I would mention the manufacture of aeroplane engine cylinders which involve the use of the most modern metallurgical and mechanical processes.

Mining equipment is also made, including oil-well tools. We have recently supplied a South African mine with a winder drum, 30 feet in diameter, which weighs 170 tons.

Vickers-Gill Axial Flow pumps are also supplied; one of these pumps has been running for two years in the Fen district at Home, pumping 25 tons of water per minute against a head of 8 feet. This type of pump is particularly suitable for dealing with large quantities of water against a low head, such as occurs in irrigation and similar propositions. They will also pump highly concentrated fluids and fluids containing solid matter. We have recently received an order from Egypt for several large pumps of this type.

Condensing and de-aerating plants are a very important section of modern steam electric generating stations. This plant is also made at Barrow, and we recently supplied 36 large evaporators to the Imperial Chemical Industries, Ltd. for their power station at Stockton-on-Tees.

We have also constructed steam accumulators 14 feet in diameter and 80 feet long for the Ruth's Steam Accumulator Co. A very interesting piece of metallurgical research work at Barrow has led to the development of a new non-ferrous alloy which is known as P.M.G. This alloy replaces the usual bronzes and gunmetal; and in a test witnessed by a British Admiralty representative, a 2 1/2 inch ball valve, having a wall only 3/16 inch thick, did not burst until a pressure of 4,700 lbs. per square inch reached. No leakage was observed until the actual fracture occurred.

(Continued on next column.)

CRIMINAL SESSIONS.

ARGYLLS PRIVATE ON TRIAL TO-MORROW.

There are three cases for trial at this month's Criminal Sessions, including the Yaumati murder case, who had to be postponed last month owing to the absence of Dr. Kenneth Uttley, an important witness.

The Sessions will open to-morrow at 10 a.m., when two of the cases will be heard. Pts. Alexander Paddum, of the Argyll and Sutherland Highlanders, will stand his trial before the Puisne Judge (Mr. Justice Lindsay) on charges of robbery with violence and common assault. The offences are alleged to have been committed on May 18 in Nathan Road, Kowloon, the complainant being a married woman named Wong So Lin.

Two men are concerned in the second case which will be heard by the Chief Justice (Sir Joseph Kemp). To Luk and Tung Chau Pun are charged jointly with being in possession of paper intended to resemble and pass as revenue paper, while there is an additional charge of uttering a forged document against To Luk only.

The murder trial is fixed for Monday, June 22, before the Chief Justice. This case was originally fixed for trial last month and adjourned for a week, when it was discovered that the medical witness had left the Colony on a holiday without the leave of the Court. It was accordingly put over until the present Sessions. Accused is Wong Cheung, alias Wong Sik Cheung, who is charged with the murder of Kau Shuk at Yaumati on April 1. Mr. F. C. Jenkin, instructed by Messrs. Deacons, has been assigned for the defence.

POLICE RECRUIT ATTACKED.

WEST POINT HOOLIGAN GAOLED.

P.C. Weare, a European police recruit, was attacked by some hooligans in First, Second and Third Streets, in the slum district of West Point, when he attempted to clear these thoroughfares on Monday.

One of his assailants, in an endeavour to play the "bold man" before his friends, actually grappled with the constable. In the struggle, the latter dropped his revolver and would have been dispossessed of it but for the timely arrival of a district watchman, who lost no time in assisting him in arresting the apparent ringleader. This man resisted violently and bit the constable on the wrist and chest when being taken to the Station.

Inspector McWalter, who prosecuted, stated in Court yesterday that it was possible that the men were trying to take advantage of the new constable.

P.C. Weare's assailant was sent to prison for two months.

Steel castings up to 25 tons are made for the stems, stern frames and rudders of ships and iron castings up to 50 tons in weight are made. It may interest you to learn that the top half casing of one of the turbines of H.M.S. Lion, when completed, weighed 36 tons. I am afraid that this subject may have proved somewhat uninteresting to some of you, but I think that you will agree that very valuable national work has been done by Vickers-Armstrongs in converting their plant to commercial work, as by so doing they have been able to compete in the world's markets and have been able to provide work for thousands of British workpeople. (Applause.)

Flag Day.

In connection with the St. John's Ambulance Brigade's Flag Day, to be held on June 24, the Hon. Mr. W. E. L. Shenton made the following announcement:—

The Rotary Club is asked to take charge of 12 collecting stations, all centrally situated. Collectors are required to be at the Stations from 8 a.m. to 11 a.m.

Fifty ladies are necessary for this purpose. Will members interview their lady friends and try to secure their help. Having done this, members are asked to send names and addresses of ladies to Rotarian F. H. Crapnell, c/o Hong Kong & Kowloon Wharf & Godown Co., Ltd. Names should be received by first post on Thursday, June 18. Ladies will then be informed where they are to help.

HONG KONG STOCK MARKET.

CROUCHER & CO'S DAILY REPORT.

There was a fair amount of trading to-day, most stocks receiving some attention; several rises have also to be recorded.

Unions, after sales at \$600, are wanted at \$610, with sales at \$620 August. Banks also, after small sales at \$1,000, were better at \$2,000.

Wharves were firmer at \$187.50 and Providents at \$5.80.

Hotels continue in good demand, sales being effected at \$17.25 cash and \$17.60 August. Lands are wanted at \$92.50 and Humphreys at \$21.50 cash and \$22 August.

Trams came to business at 11.40 August. Trams are still offering at \$31.40 and Telephones at \$37.00. Electricities are in favour again at \$51.75.

Loans are wanted at \$5.25 and Cements at \$20.75.

Dairy Farms, after sales at \$32, were sold at \$31.60. Watsons are better at \$12.25.

BREWERY FOR HONG KONG.

TO START NEXT MARCH.

Interviewed by a representative of the Daily Press, one of the Directors of the Hong Kong Brewers and Distillers, Limited, stated yesterday that the Company hoped to commence the manufacture of beer in Hong Kong by the month of March, 1932.

The necessary machinery has been ordered and is expected to arrive in the Colony shortly. The factory is to be at Sam Cheng on the Castle Peak Road and at the moment the large area of sea front which the Company is reclaiming is almost completed.

The factory's engineers are Messrs. Skoda of Prague, Cesko Slovaka, and the local architects are Messrs. Leigh & Orange. It is anticipated that everything will be in working order by March next and over a hundred hands will be employed when it is in full swing.

BIG REDUCTION IN BAIL.

OLD ASSOCIATES FALL OUT.

The case in which Wong King Ng and Lai Kam, formerly employed at the Sun Tai Cheong firm, 120, Bonham Strand East, were charged with having, on various dates between March 23 and June 1, stolen certain articles from the shop, came up before Mr. E. H. Williams again yesterday. Charges of having embezzled \$47.71 and \$24.88 on different dates were also preferred against the first defendant.

Mr. H. L. Denny appeared for the complainant firm, while Mr. M. A. de Silva was for the defence. Detective-Sergeant Plattner appeared on behalf of the police.

Giving the facts of the case, Mr. Denny said that the complainant and first defendant were shareholders in the firm which carried on a business in Chinese paper. The latter was chief buyer and general assistant. Later the firm got into difficulties and the whole business was sold to a syndicate which was represented by the complainant.

The first defendant was re-engaged by the syndicate as chief buyer. During his absence in Wu-chow, he appointed Tam Chung manager. Sometimes in April the two defendants started a small shop in the same line of business, being at the time in the employ of the complainants. Sometime later certain articles were discovered missing and when questioned about them, defendants said they had been "temporarily borrowed."

After evidence had been taken, the second defendant was discharged, there not being sufficient evidence against him. The first defendant was remanded until Friday, bail being reduced from \$2,000 to \$250.

Josephine S. Lown (Registered)

White Washing Silk Tennis Frocks,

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Quality
Line

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ELECTRIC RECORDING
Without Scratch
Columbia
New Process RECORDS

9750—MIGNON—OVERTURE... MILAN SYM. ORCH.
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DX 42—LIGHT CAVALRY OVERTURE... COURT SYM. ORCH.

The Anderson Music Co., Ltd.



A Revolution in the treatment of Teeth

STEP BY STEP THE science of medicine advances. The clearer the picture of human ailments becomes, the more logical the treatment. Instead of intricate remedies, science now advocates simple additions to the diet. To-day, most human ailments can be traced to some deficiency in the diet. A deficiency of calcium (lime) in the system, for instance, is the cause of such diverse ailments as weak sensitive teeth, rickets in children, skin troubles of many kinds, irritable nerves, irregularities in the functions of womanhood, etc.

All these ailments may now be attacked in a logical, simple way by adding Kalzana tablets to the diet. Tooth decay, for instance, when your teeth are sensitive and not hard and white, they

simply show that your body does not contain enough calcium and no amount of cleaning will help you. Teeth are living parts of the body. They may be ill.

Take a few Kalzana tablets every day, then you are sure that your body gets the required Calcium in exactly the right combination. Kalzana has proved in thousands of cases that it will make teeth strong again by conquering the very cause of their weakness—lack of Calcium in the body. It will make your teeth strong and healthy, they will become white again and decay will be stopped.

Start a course of Kalzana to-day, then you can both feel and see how your health improves. Remember that Kalzana is not a drug, but an absolutely harmless lime-food.

Kalzana

THE CALCIUM FOOD

At all Chemists and Stores

Made by the Manufacturers of Boneogen and Foreman's

NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that S.S. "SEANG HEE" (ORION No. 98219) was sold by HIGH COURT, Rangoon, on 1st MAY, 1931.

Dated the 16th June, 1931.

J. B. NEWELL,
Registrar of Shipping.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd Day of JUNE, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1931, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	New Kowloon Inland Lot No. 1618.	Near New Kowloon Inland Lot No. 148, Fu Wa Street.	As per sale plan	1.129	22	\$203

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FIFTIETH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., PRINCE STREET, Hong Kong, on WEDNESDAY, the 17th of JUNE, 1931, at NOON for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th JUNE to 1st JULY, 1931, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hong Kong, 27th May, 1931. [780]

PEAK CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at the PEAK CLUB, on THURSDAY, 25th JUNE, 1931, at 8 p.m.

D. L. NEWBING, Hon. Secretary. [653]

UNIVERSITY OF HONG KONG.

NOTICE.

MATRICULATION EXAMINATION.

NOVEMBER, 1931.

THE following Scholarships will be awarded on the results of the MATRICULATION EXAMINATION to be held in NOVEMBER, 1931:

- One Hong Kong Government Educational Scholarship, open to GIRL candidates from Hong Kong Schools.
- One Hong Kong Government Educational Scholarship, open to BOY candidates from Hong Kong Schools.

W. B. FINNIGAN,
Registrar.

16th June, 1931. [661]

TO ALL WHOM IT MAY CONCERN.

THE Partnership existing between Messrs. CHAU CHIK SUN and CHAU CHIK LAU YAU KEE has been mutually dissolved, and they have no Authority to act on behalf in Any Capacity whatsoever, and I am Not Responsible for Any of their Debts.

A. W. MILLAR,
Building and General Contractor,
No. 134, LOCKHART ROAD,
WANCHAI.

June 18th, 1931. [662]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

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Detached and Semi-detached Villas
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Five with Modern Construction.

COOL!
REFRESHING!

THIRST-QUENCHING
DRINKS THAT WILL
HELP YOU TO KEEP
COOL!

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DELICIOUS
LEMON SQUASH

MADE FROM REAL
CALIFORNIAN LEMONS.
PURE CANE SUGAR AND
THE PUREST OF PURE
SPARKLING WATER.

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INVIGORATING AND
THIRST-QUENCHING. A
PERFECT "MIXER"
WITH LIME JUICE OR
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Far Eastern firms.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6 p.m., stated:—

Pressure is highest to the N.E. of Japan. The depression over the Eastern Sea appears to be moving slowly eastward. The depression to the N.W. of Hanoi is stationary. Local Forecast:—S.W. winds, moderate; cloudy.

DEATH.

BLOCK.—On June 9, at Shanghai, REGINALD EDWARDS, aged 7 years. Dearest beloved son of Mr. and Mrs. R. F. BLOCK.

Editorial and Business Offices: 11, Ice House Street, Tel. 3021.
Night Editor: (Wanchai Office): Tel. 24311.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 17, 1931.

BRITISH MOTOR TRIUMPHS.

The British motor industry is just entering upon a new phase of its development. The Road Traffic Act has regularised various customs of driving and, while removing mere speed from the list of offences, has made dangerous driving, in the wider meaning of the term, a crime. At the same time the buyer of a modern British car is free from a multitude of mechanical troubles that were common to all drivers not many years ago. Thus the public is encouraged to take up motoring by provision of better road conditions, and the car of to-day can be relied upon to perform work that no road vehicle has ever performed before, and this at a minimum expenditure of energy on the part of the driver.

The British motor car of the near future will make still fewer claims upon the driver's attention. As *The Times Trade and Engineering Supplement* recently pointed out, "its brakes will be self adjusting. Its lubrication will be automatic to all parts, and its engine will be so designed that the troubles associated with decarbonisation will be eliminated. Improvements in celluloid paints and in methods of rendering metal parts untarnishable are now in progress and may be expected soon to reduce the work of cleaning to very small proportions." The motor industry is beginning to produce vehicles built upon a basis of trouble-free mechanism, and in this connection there is plenty of evidence that British manufacturers are leading the world.

In every branch of the industry progress has been made. The wonderful performance of Captain Sir MALCOLM CAMPBELL in his "Blue Bird" when he gained the world's speed record on Daytona Beach, proved that British designers, engineers and fitters are supreme in their own particular fields. A new cheap car known as the "Wizard" was recently put on the market by the firm of Hillman. This car was built for the foreign market and put to the most grueling tests on the roughest French and Spanish roads, and over the worst passes of the Pyrenees. Next it was shipped to North Africa, where it had to face the fiery heat of Morocco and the floods of Algeria. It was later driven over the mountain passes of Italy and Austria, and subsequently subjected to those extremely severe conditions which an Alpine winter can provide. No new model was ever subjected to a more searching examination, but the "Wizard" more than proved its stamina and efficiency; it emerged triumphantly from every test. And the family saloon type can be bought for £270!

Some remarkable performances were achieved by the "M. G. Midget" cars at the third Double-Twelve-Hour Race organised by the Junior Car Club at Brooklands early in May. The race is a handicap which, in one sense, favours the small cars; for to have beaten the winning "M. G. Midget," with its average speed for the twenty-four hours of 65.65 miles an hour, the "Bentley" car would have had to move at more than 108 miles an hour. Thus from the start the large cars were regarded as "out of it," and the few that started soon cracked up under the strain.

This "Double-Twelve" race is probably the most gruelling race in the world. The competing cars must run as fast as they can go for twelve hours; then, they are looked up, and they must not be touched again until the following morning, when they must be started up and commence racing right away. The track, this year, was extremely bumpy, and appalling stresses were imposed on chassis and bodywork. Of the 48 cars which started the race, 37 were left to continue the struggle on the second day, and 29 finished the course. The race was a decisive success for Sir WILLIAM MORRIS, for not only did an "M. G. Midget" win, but the first five places were held by these admirable "baby" cars. Of the rest some of the "Austria" baby cars put up a splendid performance, but the Morris "M. G. Midgets" had the race almost from the start.

In another branch of motoring British firms have shown remarkable enterprise during the past few years. Messrs. Thornycroft have organised adventurous trips to Canada, Brazil and parts of Africa during the past year for their six-wheeled commercial vehicles. Sand dunes, scrub, clay soil, and lava beds, some of which areas had never been covered previously by any motor-vehicles except a light Ford car, were crossed with an average speed of 18 km. an hour. Morris Commercial vehicles are doing remarkably good work in out-of-the-way districts in Egypt, in Finland, the Fiji Islands, the Seychelles, the Falkland Islands, Siam and Sarawak, and in various parts of South America.

British motors are thus proving their excellent qualities all over the world, and this is reflected in the export figures. Of the 238,628 vehicles manufactured in Great Britain during the year, ended September, 1930, 13.4 per cent. were exported. On the other hand, the imports of motor vehicles during the first eleven months of 1930 showed a decline of 24,002, or 69 per cent. compared with the figures for the previous year. It has been estimated that during the past year only eight per cent. of the new vehicles brought into use in Great Britain were imported vehicles. Of the good quality of her goods there can be question; the next important step is for the British manufacturer to ensure that they are made known and available throughout the world.

WHAT MAKES A NOVEL LIVE?

WHAT makes and keeps a novel alive, if live it does, is the interest of its characters. Mr. GALSWORTHY declared for that sound old principle of literary taste in his Romanes lecture. He complains that the modern novelist ignores it, caring little or nothing for men and women but only for the species Man. Human feeling and thought are carefully analysed without the admission of any such creature as an individual. It is a fair description of a good deal of pretentious modern writing. The causes which have produced it are obvious enough. The first is the revival, recently, of the English habit of using novels as a medium for teaching and preaching. The second, evil influence is the success of the new psychology in persuading innocent youth that all our mental and spiritual activities can be brought under general rules and are as inevitable as chemical reactions.

Admitting with the utmost politeness the ingenuity of fiction of this school, Mr. GALSWORTHY declines to believe that it has anything to offer which can take the place of the compelling power of the individual character. Unless all the past experience of the world is to be contradicted by the future he is clearly right. Thousands of "scientific" expositions of the species "Man" have had their day and ceased to be. The characters are what we remember from old books, not the author's opinions. Why is it that some authors have the gift of creating men and women thoroughly real, and, fascinating, company, while other authors, immensely able and earnest, can produce nothing but sticks. Mr. GALSWORTHY does not pretend to explain. He assures us there is no rule and no method, and for his own part puts the inspiration down to that hypothesis of yesterday, the spontaneous mind—which is at least more respectable than its modern version, the unconscious self. The mystery of ability is a mystery still.

★ News and Views ★

Bringing Up Father.

Hampstead Norris (Berke) Women's Institute had a discussion on "Should father push the pram?" The unanimous decision was that he should, although opinions differed on when, where and why.

Film Star Salaries Out.

Owing to the effect of depression on cinemas the Paramount Film Corporation has notified its employees, from Mr. Adolph Zukor downwards, of a reduction of salaries, ranging from 5 to 25 per cent. A number of film stars have agreed to considerable cuts, and the company is aiming at saving £400,000 to £500,000 annually.

Woman's 128 Miles An Hour.

Driving a Derby Miller Special, at Montlhéry, near Paris, Mrs. G. M. Stewart broke the world's speed record for 100 kilometres (about 62 miles), which she established a few months ago. She raised the record, says Reuter, to 128.09 miles an hour, her time being 28 mins. 6.33 secs. Mrs. Stewart is the only woman to hold a world's motoring speed record.

Bogus Millionaires!

When Captain Ormerod, a bookmaker, was sued at Oxford County Court for £16 11s. 11d. by a garage firm, a representative of the firm said that Ormerod seemed to be prosperous and doing well. Judge Randolph: How do you know that?—Well, he has a car, is well dressed, and has a car. The reply: The Judge: That does not mean that he has means. People with nothing ride about in big cars, smoke expensive cigars, and give banquets, but a millionaire goes about as if he had not two pence in the world.

Sir John Reith for America?

The Director-General of the B.B.C. is leaving shortly for the United States and is likely to be absent for some time, says a Home paper. The ostensible purpose of Sir John Reith's visit to discuss technical matters and the problem of relating to the English speaking nations. It is whispered, however, that he may be tempted to accept the chairmanship of one of the large American radio combines. Americans have frankly recognised for some time past that the Savoy Hill service is better than their own. It is doubtful whether Sir John Reith would be fixed in his own B.B.C. nor would he adapt himself readily to the competitive and commercialised service as practised in the States.

Mr. Allan Cameron and Mr. C. Gordon Mackie returned yesterday by s.s. President Johnson.

A Chinese rattan worker was removed to the Mental Hospital after trying to commit suicide. The man had been rescued from the harbour.

The forthcoming marriage is announced of Mr. George Woodward, of the Hong Kong Civil Service, and Miss Elizabeth Blyth, residing at 31, Morrison Hill.

Silk forwarded from here by the Empress of Japan on May 23 arrived in New York (St. John's Park) and Hokoken on June 16, having been 23 days in transit.

Members of the Hong Kong Jockey Club are reminded of the general meeting to be held at the Club House, Happy Valley, to-day, at 5.15 p.m.

John Wilson, John Campbell, and John Marson, all of the Argyll and Sutherland Highlanders, have been reported to the police as being absent from their companies.

A mistress of a passenger boat was fined \$50 by Comdr. Newell at the Marine Court, yesterday, for conveying women in the harbour for the purpose of prostitution.

A bathing picnic organised by the European Branch of the Y.M.C.A. is arranged to take place this afternoon. Similar picnics are to be held on alternate Wednesdays and Saturdays until the end of July.

A Chinese was given three months' hard labour by Mr. E. H. Williams, at the Central Police Court, yesterday, on a charge of robbing a man of his watch. It was stated that the defendant was a former member of the police force who was deported for ten years after being implicated in an armed robbery.

No Tax on Pensions.

Retired Civil Servants will chuckle at the discovery that they are not liable for income-tax on their pensions. This has happened through the Treasury over-reaching itself. It was much concerned to prove that a Civil Servant has no legal right to a pension, but receives it as a voluntary allowance. Now the Appeal Court has held that voluntary allowances are not subject to tax. Of course, this may lead to a change in the law, but claims will certainly be made for repayment on past years. But there is a catch. A voluntary allowance within the meaning of this decision is necessarily subject to reduction at any time without notice.

Polly Thief's Promise.

Miss Marie Ney, the actress, whose flat was ransacked by thieves while she was entertaining prisoners at Wormwood Scrubs Prison, has had a pleasant surprise. She said: "A man, who was obviously young and well-educated, rang me up. He said he had read in the papers that I had been 'entertaining' some of his colleagues and was profuse in his apologies. He referred to the gold cigarette case and a solitary diamond brooch which I had mentioned as being anxious to have back, and asked me if there were any other articles, on which I placed a sentimental value. I mentioned three other articles which were of no great value to anyone else. He said that they would be returned."

Good-bye to Latin.

The University of Yale has dealt a mortal blow to Latin. The University Corporation has just announced that in future the study of classics will not be required for the degree of Bachelor of Arts, and that the degree of Bachelor of Philosophy will be discontinued. Latin has therefore gone the way of Greek. In the words of the local *Isis*, the rigours of a competitive and classical age have exacted their natural toll, and the students have celebrated their victory by a bonfire of Horaces and Juvenals. In future examinations the classics will be replaced by modern languages. The abolition of Latin in the American universities can hardly fail to hasten the process of divergence between the English and the American languages. Some of us foresee the day when Yale and Harvard will include English in their curriculum of foreign languages and when B.A. at Oxford and Cambridge will signify nothing more than Bachelor of American. It will be a popular, but possibly difficult, degree.

★ Local Notes and Events ★

A Chinese was sentenced to one month's imprisonment by Mr. Hamilton at the Kowloon Magistrate's Court yesterday for the theft of a bicycle.

It has been reported to the police that a shroff in the employ of Li Yu Ko, has absconded with \$337 which he collected from a local hotel together with \$2,000 which was entrusted to him for deposit in the Bank of East Asia.

It is understood that the local branch of the Overseas League is arranging an "At Home" to be held early in August. The object is to get together more candidates for membership. Mrs. Hallifax is to be the hostess for the occasion, and it is hoped that Sir William and Lady Peel will be present.

The ticket office at the Tai Po Railway Station was broken into on Monday night and a number of second class tickets were stolen. Yesterday a coolie who presented an unstamped ticket at Fanling Station was arrested and it is believed that this was the man who broke into the ticket office.

R. Radford, of the 12th Heavy Battery, R.A., stationed at Lyceum, was involved in a motor accident on Monday when the car in which he was riding ran into a wall near the A.P.O. installation at North Point. The driver of the car was uninjured. Radford was removed to the Government Civil Hospital for treatment.

Looking Back 25 Years.

Out of the fullness of his thirty-six years' residence in China, Dr. Timothy Richards contributes an article entitled "China and the West" to the current issue of the *Contemporary Review*. Unfortunately there is a haziness about the article which detracts from its impressiveness. In effect, what he is

SUMMARY OF NEWS

Local and Far East.

The Poseidon Fund. Page 9.
Rotary Club fund. Page 7.
Romance of the Dollar line. Page 6.
Hong Kong Stock Market: Croucher & Co.'s daily report. Page 7.
Included in the Criminal Sessions trials which will open to-morrow is the case of Pte. Paddum, who will be indicted on two charges. Page 7.
Round the local cinemas. Pages 3 and 6.
To-day's wireless programme. Page 9.

Sport.

U.S. Baseball results. Page 10.
Comment on week-end lawn bowls games by "Green." Page 10.
Home racing notes and news: by our home racing correspondent. Page 10.

Latest Cables.

Count Saito has informally tendered his resignation as Governor-General of Korea. Page 9.
The submarines Orpheus and Phoenix left Portsmouth, for China, yesterday, to join the new Fourth Flotilla. Page 9.
According to a statement made by Mr. Ramsay MacDonald the British political crisis has been averted. Page 9.
Judge Feetham's recommendations on the problem of the future of Shanghai are being published on Wednesday. Page 9.
Count and Countess Desbours took off at 5 a.m. yesterday for Koenigsberg on the first stage of their trans-Asian flight. Page 9.
For fear of being pirated, steam launches plying between Waihow and Ho Yuen on the East River have stopped running. Page 9.
That the Government had received no request for an International Silver Conference was stated by Mr. Snowden in reply to a question in the House of Commons. Page 8.
Damage estimated at from £40,000 to £50,000 was caused by Sunday's windstorm at Birmingham, and steps are being taken to help the homeless families. Page 8.
The National Government in Canton has ordered all banks and money dealers in Canton, Shanghai and other places to refrain from buying or selling bonds just issued by the Nanking Government. Page 9.
A train from Pamplona bound for Saragossa conveying a thousand Roman Catholics, who had been participating at a meeting held at Pamplona, where speeches were made attacking the Government's alleged anti-clerical policy, ran the gauntlet of angry Republican crowds at every railway station through which it passed. Page 9.

PROBLEM OF THE FUTURE OF SHANGHAI.

RENDITION SHOULD BE GOAL OF COUNCIL'S POLICY.

TRANSITION PERIOD "PROBABLY DECADES"

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 16. Judge Footman's recommendations on the problem of the future of Shanghai are being published on Wednesday.

Briefly, he recommends against immediate rendition though that should be the goal of the Council's policy, however, such rendition is impossible until such times that certain conditions are fulfilled.

This period of transition will be "probably decades," as he points out that the Chinese as yet are inexperienced with the working of representative institutions and their need for political training.

He also points out that the Settlement Administration here is superior to Municipal Administration in any Chinese urban area, and says that the Settlement held by foreign Powers under the present treaty arrangements as trustees for China "for the time being, should be sufficient to meet Chinese National aspirations, and

that trust is being recognised by the governing body which is seeking, in co-operation with the Chinese, to discharge its responsibilities in the interests of foreign nations to help their subjects and China."

Creation of New Court.

Regarding extrajudicial Judge Footman says it is impossible for the Municipal Government as now constituted to continue if there were a general relinquishment of extrajudicial rights.

Judge Footman suggests the creation of a Court to take the place of the Court of Consuls, consisting of three qualified judges; one of whom must be Chinese. The Court would assume the jurisdiction of the Court of Consuls and additionally decide cases for the purpose of obtaining authoritative decision regarding the interpretation of land regulations, and the validity and interpretation of any Municipal Law.

ANTI-CATHOLIC DEMONSTRATIONS.

REPUBLICAN CROWDS HOSTILE ATTITUDE.

[THROUGH REUTER'S AGENCY.]

MADRID, June 16. A train from Pamplona bound for Saragossa conveying a thousand Roman Catholics, who had been participating at a meeting held at Pamplona, where speeches were made attacking the Government's alleged anti-clerical policy, ran the gauntlet of angry Republican crowds at every railway station through which it passed. Stones were thrown and windows broken, and fierce shouts of "Long Live the Republic" from the crowds on the railway platforms, were answered by cries of "Long Live Christ the King," and other Catholic slogans.

Finally the Catholics left the train at Castejon in order to escape the hostility of the Republicans.

TRANS-ASIAN FLIGHT.

COUNT AND COUNTESS LEAVE LE BOURG.

[THROUGH REUTER'S AGENCY.]

LE BOURG, June 16. Count and Countess Desabour took off at 5 a.m. for Koenigsberg on the first stage of their trans-Asian flight.

REGENT'S PARK.

BOTANIC GARDENS FOR THE PUBLIC.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 15. The First Commissioner of Works, Mr. George Lansbury, announced in the House of Commons to-day that it was proposed to open the Botanic Gardens to the public free of charge, and to maintain them as part of Regent's Park.

The decision follows the resolve of the Treasury that all Crown land in Regent's Park, except the Zoological Gardens, shall revert to the public as the leases fall in.

EVENTS IN BURMA.

SITUATION GRADUALLY IMPROVING.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 15. The Secretary for India, Mr. Wedgwood Benn, has circulated to members of the House of Commons, a statement covering the events in Burma last week.

This shows that in the Tharwaddy and Insein districts, dacoities were less numerous. In Henzada, the situation was difficult owing to the low numerical strength of the Military Police, but troops will arrive there shortly.

In the Pegu district, the police and troops had had several successes against the rebels and the situation is improved.

In Thabeikmyin, the original rebel area is reported to be settling down, but dacoities have been numerous in the north of the district and there were signs of defection in the neighbouring districts of Minbu and Magway.

In the Pegu district, over thirty prisoners broke out of Nyaung-U sub-jail, captured fifteen police carbines, and made for the forests to the west.

Attacks on Indians and Chinese still continued in several districts of Lower Burma, but the situation was gradually improving.

A large number of Indian immigrants have left Rangoon during the last fortnight. The economic situation shows no marked change. Cultivation is starting slowly. Several districts report that relief works will probably be required in August or September after the ploughing is finished.

KOREAN GOVERNOR RESIGNS.

[THROUGH REUTER'S AGENCY.]

Count Saito has informally tendered his resignation as Governor-General of Korea.

MORE SUBMARINES FOR CHINA STATION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16. The submarines Orpheus and Phoenix left Portsmouth for China to join the new Fourth Flotilla.

POLITICAL CRISIS AVERTED.

GOVERNMENT ACCEPT LIBERAL PROPOSALS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16. The Premier, Mr. Ramsay MacDonald, stated that the political crisis has been averted as the Government has accepted the redrafted amendment to the Land Taxation proposals, subject to the reconsideration of certain details.

GENEVA, June 16. Unless otherwise advised Mr. Shinwell and Dr. Drummond Shiels are flying to London to attend the critical division in the House of Commons in connection with the Land Tax this evening.

SERVICES NOT REQUIRED.

LONDON, June 16. Mr. Shinwell and Dr. Drummond Shiels have been advised that their presence in London is not required, therefore they are remaining at Geneva.

POSSIBILITY OF GOVERNMENT DEFEAT. [BRITISH WIRELESS SERVICE.]

RUSSY, June 16. The Liberal Party's critical amendment to the Government's Land Taxation proposals is due for debate and division in the House of Commons to-day.

There is still a possibility that the Government may be defeated, in such case a General Election would seem to be inevitable.

In some quarters, however, it is believed that the re-drafted Liberal amendment which was adopted by a majority at a hastily summoned meeting late last night offers prospects of overcoming the difficulties. The Cabinet which immediately met remained in session until 11.30 and then adjourned. A further Cabinet meeting was held this morning.

A full meeting of the Parliamentary Labour Party, at which Ministers will attend and express their views on the Amendment, has been summoned for this afternoon.

The effect of the new amendment, which is somewhat technical in form, is stated to be that, generally speaking, fully developed property would still be exempt from the land tax. It was this amendment which was communicated to the Prime Minister last night and laid before the meeting of the Cabinet and it remains the basis of to-day's negotiations.

Lively Time in Commons.

RUSSY, June 16. A period of much liveliness occurred in the House of Commons to-day while the House was engaged on the Committee stage of the Finance Bill. To the general surprise, the amendment moved by a Conservative member exempting Agricultural Land from the provisions of the Land Tax was carried against the Government by 232 votes to 208.

Amid Opposition cheers and cries of "resign" Mr. Baldwin inquired of the Premier what course he proposed to adopt. Mr. Ramsay MacDonald, in reply, pointed out that the amendment was moved as a drafting amendment, which would have no bearing on the substance of the Bill. In these circumstances the Government would accept the amendment and would examine it to see if it could be thus described. More shouting followed this statement and a Conservative member attempted to provide for a real test of strength by moving an amendment which he claimed dealt with the point of substance.

Finally Sir Arthur Steel-Maitland (Conservative ex-Minister) moved the closure, but the Government ranks were by then reinforced and the motion was defeated by a narrow majority of 249 to 232, thus reversing the result of the snap division.

Emergency Meeting of Cabinet. [THROUGH REUTER'S AGENCY.]

LONDON, June 16. An emergency meeting of the Cabinet at midnight discussed the substitute which the Liberals decided to introduce instead of their original land tax amendment. It is hoped thereby that a crisis will be averted.

Threats of a breakdown of the German Government are similarly receding.

Press Gloomy. LATER.

Notwithstanding last night's decision of the Liberals to modify their land tax amendments, concealing a substantial portion of the Government's case, the political correspondents of the morning paper take a gloomy view of the Government's prospects of to-night's debate, and predict a dissolution unless the peace-makers at the eleventh hour succeed in moving Mr. Snowden who hitherto is reported to be adamant.

It is stated that the Government's delegates at the Geneva Mandates Commission and the Labour Conference have been instructed to prepare to return to London by aeroplane, if necessary, in time to vote on the critical division. The Cabinet held an emergency meeting at midnight, but the outcome is not divulged.

NANKING BONDS PROHIBITED.

CANTON GOVERNMENT'S LATEST EDICT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 16.

The National Government in Canton has ordered all the banks and money dealers here, in Shanghai and other places to refrain from buying or selling bonds just issued by the Nanking Government. This, according to the Canton revolutionary régime, is in accordance with its declaration that it would not recognize any loans, internal or external, which the Nanking Government might contract after the birth of the National Government in Canton. But loans floated by the Nanking Government prior to the advent of the revolutionary régime here are recognizable, whether they be internal or external loans.

\$8,000,000 Loan?

The local authorities state that Chiang Kai Shek is floating a loan for \$8,000,000, secured on the unified tax. The people throughout the country are being cautioned not to subscribe to such a loan, as the money obtained will be devoted entirely to the furtherance of Chiang's selfish ambition and not to any constructive purposes. The merchants in Canton are admonished that buying or selling of these latest Nanking bonds is tantamount to openly aiding Chiang Kai Shek in his usurpation of power and prolongation of internal strife. Severe punishment will be imposed on those who dare to transgress this Government order.

CANTON'S NEW TOBACCO TAX.

[Wah Tsz Yat Pao.]

CANTON, June 16. The Canton Customs House has issued a notice declaring that a new Customs rate, which is ten times higher than the existing rate, will be imposed on native-made tobacco leaves exported, i.e., 1.7 Hk. tacl per one picul.

CANTON CUSTOMS SEIZURE.

NOT A MATTER FOR BRITISH GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15. The Canton Government's action respecting the Customs is not a matter in which the British Government is called on to intervene, declared Mr. Arthur Henderson, the Foreign Minister, replying to a question in the House of Commons to-day.

EXTRALITY IN CHINA.

BRITISH GOV. STILL AWAITING FULL REPORT.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 15. The Foreign Secretary, Mr. Arthur Henderson, questioned in the House of Commons to-day regarding the present stage of the extraterritorial negotiations with the Chinese Government, said he was still awaiting the full report from the British Minister, but he could not at the present stage give an undertaking to publish it when received.

Moreover, until political conditions in China make it possible for a final arrangement to be concluded, it was not desirable that the results so far reached in the negotiations should be published.

PIRATES RIFE ON EAST RIVER.

LAUNCH SERVICES ENTIRELY SUSPENDED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 16. For fear of being pirated, steam launches plying between Waichow and Ho Yuen on the East River have stopped running.

Numerous letters have of late been received from pirates demanding huge sums of "protection fees." It is believed that there are over a score of independent bands of brigands operating along the East River between Waichow and Ho Yuen. Shipping companies prefer to suspend service altogether than to comply to the exorbitant demands of these pirates.

NAVY LEAGUE POSEIDON FUND.

BIG DONATIONS RECEIVED YESTERDAY.

GENEROUS SUPPORT FROM H.E. THE GOVERNOR AND THE STOCK EXCHANGE.

Subscriptions totalling \$2,390, in aid of the Navy League Poseidon Fund, were received yesterday by the Hong Kong Daily Press. The statement forwarded to us early in the afternoon by Mr. S. A. Arthur, the Hon. Treasurer of the Fund showed that up to noon, yesterday, another \$3,874 had been collected by himself and the local newspapers, bringing the total to \$6,264.

Quite a large amount of money came in later in the day, and, by arrangement with the Navy League, the acknowledge will be made in this afternoon's papers and in the morning papers to-morrow.

Prominent among yesterday's subscriptions were a cheque of \$250 from H.E. the Governor (Sir William Peel, K.C.M.G., K.B.E.), \$500 from the Stock Exchange, and, in addition, cheques of \$100 each, from thirteen stock exchange firms. Bearing in mind Monday's donation of \$1,000 from the Sharebrokers' Association it will be seen that "the brokers" have, indeed, done their bit.

Seldom has a more deserving appeal been made in Hong Kong, and while the response has been extremely generous, we ask those who have not yet given to send a donation either to one of the local newspapers or direct to S. A. Arthur, Esq., c/o Messrs. Gibb, Livingston & Co., Ltd., P. & O. Building. We make a special appeal to-day to those who can afford a small sum. Every dollar helps in this effort to secure an adequate endowment for the dependants of the men lost in this disaster.

SUBSCRIPTIONS RECEIVED.

(UP TO NOON YESTERDAY.)

H.E. the Governor	\$ 250.00
Hong Kong Stock Exchange	500.00
And the following member firms of the Hong Kong Stock Exchange:-	
A. A. Alves	100.00
J. T. Bagram	100.00
Benjamin & Potts	100.00
Ellis & Edgar	100.00
Joseph Gould & Co.	100.00
Fred Kew & Co.	100.00
Moxon & Taylor	100.00
A. H. Potts	100.00
G. U. da Rosa	100.00
P. M. N. da Silva	100.00
Tester & Abraham	100.00
L. Weill & Co.	100.00
Wright & Co.	100.00
Hon. Mr. C. Gordon Mackie	100.00
Mr. and Mrs. J. W. Stephenson	100.00
The Bank Line, Ltd.	100.00
Mr. L. G. Bird	100.00
Bank of Canton, Ltd.	100.00
Mackintosh & Co., Ltd.	100.00
Mr. Woo Hay Tong	100.00
Jensen & Co.	100.00
Mackintosh & Co.'s Staff	50.00
Banque Franco Chinoise	50.00
Mr. W. R. Mansfield	50.00
Mr. M. T. Johnson	50.00
Botelho Bros.	50.00
Mr. T. H. King	30.00
Mr. S. A. Arthur	25.00
Mr. V. Goulborn	25.00
Mr. J. Bentley	25.00
H. P.	25.00
"A Sympathiser"	25.00
Mr. and Mrs. E. R. Childs	25.00
S.S. "Lung Shan"	25.00
Mr. and Mrs. J. M. Gordon	25.00
Mr. G. O. White	25.00
C. H. D.	20.00
Scandal Point Whist Drive	20.00
Mr. A. Rollin	10.00
Mr. B. Johnson	10.00
Mr. C. A. Grumas	10.00
Mr. Leung Yan Po	10.00
Mr. E. L. Groome	10.00
Mr. A. L. Sullivan	10.00
Miss Cooper	10.00
W. J. C.	10.00
Mr. O. N. Fielder	10.00
Mr. L. H. V. Booth	10.00
Mr. K. F. Lay	10.00
J. L.	10.00
Mrs. Geo. Gerrard	10.00
Staff of Dollar Steamship Co.	8.00
Dr. and Mrs. G. W. Hollings	5.00
E. I. M.	5.00
Mr. Jas. S. Logan	5.00
Mr. L. Bian	5.00
Mr. J. M. V. Figueredo	5.00
Mr. L. E. Ozorio	2.00
Mr. A. J. V. Ribeiro	1.00
Mr. L. A. Rosario	1.00
Mr. F. X. Mendes	1.00
Mr. A. J. Brown	1.00

\$2,374.00

Previously acknowledged:-

Daily Press 4,100.00

Hong Kong Telegraph 2,063.00

Total \$9,738.00

S. A. ARTHUR,

Hon. Treasurer,

Navy League Poseidon Fund.

Hong Kong, June 16, 1931.

YOU CAN SEND YOUR SUBSCRIPTION WITH THIS FORM:-

"THE HONG KONG DAILY PRESS,"

Please Receive \$.....

On behalf of the Navy League Poseidon Fund

Name.....

Address.....

PREVENTION OF COLLISION AT SEA.

REGULATIONS POSTPONED.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 15. The amendments in the International Regulations for prevention of collisions at sea, which were to come into operation next month, have been postponed until a date announced later, as replies from all the Governments concerned which number over sixty, have not yet been received.

THE POLAR SUBMARINE.

NAUTILUS TOWED TO QUEENSTOWN.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 16. The submarine Nautilus, in which the Australian explorer, Sir Hubert Wilkins is crossing from America prior to an attempt to reach the North Pole under the ice, and which has been experiencing engine trouble in Mid-Atlantic, is now being towed by the U.S.S. Wyoming to Queenstown, Ireland.

INTERNATIONAL SILVER CONFERENCE.

NO REQUEST RECEIVED BY BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16. That the Government had received no request for an International Silver Conference was stated by Mr. Snowden in reply to a question in the House of Commons.

NEW ISLANDS DISCOVERED.

RIVAL CRUISERS RACE TO PLANT NATIONAL FLAG.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 15. The race of British and Brazilian cruisers to plant their respective National flags on newly-discovered territory is reported from Rio de Janeiro, following the report of the Captain of the British steamer Lelande of the discovery of two new small islands near St. Paul's Rocks, in the middle of the Southern Atlantic.

The Brazilian Government has ordered a cruiser to proceed to the spot. It is understood that a British cruiser has also been ordered thither, from Georgetown, British Guiana.

PREHISTORIC SKULL FOUND IN AUSTRALIA.

IMPORTANT BEARING ON MODERN DISEASES.

[THROUGH REUTER'S AGENCY.]

CANBERRA, June 15. Professor Sir Colin MacKenzie, Director of the Australian Institute of Anatomy, announces that the skull recently found in Central Australia by Mr. Rigg, an engineer exhibits features rather similar to those of the Peiping skull, and expresses the opinion that it will throw light on the physiology of the erect posture, with an important bearing on many modern chronic diseases of the human system.

WINDSTORM IN ENGLAND AND SCOTLAND.

240,000 DAMAGE IN BIRMINGHAM.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 16. Damage estimated at from 240,000 to 280,000 was caused by Sunday's windstorm at Birmingham, and steps are being taken to help the homeless families.

Heavy flooding in the Scottish Highlands and in Cumberland are reported as the result of the storm, which was accompanied by exceptionally heavy rain.

ST. PHILIBERT DISASTER.

BEREAVED FAMILIES WILL BE PROVIDED FOR.

[THROUGH REUTER'S AGENCY.]

NANTES, June 15. Through Minister Doumet, who arrived here to-day in connection with the St. Philibert disaster, the Government has given its assurance that the bereaved families will be properly provided for.

PREMIER'S MESSAGE OF SYMPATHY.

[BRITISH WIRELESS SERVICE.]

RUSSY, June 16. The Prime Minister, Mr. Ramsay MacDonald, in a message of sympathy to the French Prime Minister on the disaster, the excursion steamer Saint Philibert which foundered and sank in the estuary of the Loire on Sunday, says: "I am deeply grieved to hear of your terrible disaster. My colleagues and I send you our profound sympathy in the loss of so many lives in such tragic circumstances."

Latest information states that 348 excursionists lost their lives in the disaster, and that sixty-nine bodies of victims had been recovered up to last night.

Sports News

Lawn Bowls.

COMMENT ON SATURDAY'S LEAGUE GAMES.

KOWLOON'S RIVALRY WITH THE CHAMPIONS.

[By "GREEN."]

Last Saturday's lawn bowls games gave full points to the two leading teams in each division as I anticipated in my comment on the week-end prospects. Once more the weather threatened to spoil matters, but the rain which fell during the afternoon did not interfere with the games to any serious extent. The game of divisioning the points was performed for the second time this season by the Yacht Club and on both occasions this result was achieved on their home ground. In the earlier draw between the Yacht Club and the Bowling Green Club juniors, each side scored 53 shots, and the score in the last game against Tai Koo was 55 shots each. There were actually no upsets for the teams which I figured out to win except in the Civil Service junior match at the Valley where Club de Recreio turned the points in their favour by a majority of two shots. Craigen-gower, Kowloon C.C. and Tai Koo senior teams all came through with flying colours, and the Police again lost a lead which they held before tea time to give the points to Club de Recreio by the small margin of four shots.

In the senior division, Craigen-gower and Kowloon C.C. have won all their five matches. They were booked to meet in the first match of the season, which had to be postponed owing to rain. They are to meet this week-end in Kowloon, but it is possible that the "spoils" will be arranged matters, so as to place this match also to a later date, in which case the close run is likely to be prolonged. Apart from last year's record of two junior teams (Civil Service and Bowling Green) winning seven matches in succession until they fell together in the eighth, this is the first time that two senior teams have kept so close together. Last year Craigen-gower suffered defeat in their third match, while the Civil Service went on to win five in succession before they were beaten. Both sides continued to win four more matches in succession, and then Civil Service were the victims of their rivals on the C.C.C. ground and again at home in the return game which left them with a chance to force a replay for the championship. One defeat for either side in the present case may or may not affect the championship prospects, but I can foresee a big celebration as a result of this event.

Craigen-gower owed their success to a majority of 23 shots gained by Omar's rink against Lapsley, which offset Rumjahn's defeat by ten shots at the hands of Cullen. Omar's rink assisted to the extent of winning by one shot against Puncchion's rink to make the total win 13 shots. The victory of Kowloon C.C. over the Bowling Green Club was marked by another win for Silktone's rink, which is the only undefeated one in the senior division. The visitors (Kowloon C.C.) lost by four shots on one rink, but Silktone assisted with seven shots and Fraser's team gathered nine shots. Tai Koo, at home, beat the Civil Service by the heavy margin of 33 shots. Ferguson snatched 20 shots from Brown and Drummond took 14 shots from Gregory. The margin of defeat would have been heavier but for Hollidge's rink winning by one shot. The Police won by two shots on the rink led by the Revere's star skip (Luz), Oram doing the trick after two unsuccessful attempts. West, however, went down to Silva's team by one shot. Gutierrez beat Mair by five shots to pull the points round.

In the junior games, Kowloon C.C. defeated Craigen-gower by 30 shots. Robinson's rink lost by three shots, but Herdridge and Farrell, who took on the responsibilities of skip for the first time this season, carried their teams to handsome victories, the former beating O'Brien's rink by 26 shots, and the latter showing a majority of 17 shots against A.L. de Souza's team. A heavy loss on two rinks by the Electric R.C. in their home meeting with the B. Wing Green team led to their downfall. A.W.E. Davidson's team remained unbeaten. They showed a majority of 14 shots against Webster.

(Continued on next column.)

LEAGUE TENNIS.

INDIANS' CONVINCING DISPLAY.

CHINESE AND CLUB TIE IN "A" DIVISION.

Two league matches in the "A" division of the tennis league were decided last evening when the Indian Recreation Club were at home to Kowloon Cricket Club and Chinese Recreation Club entertained Hong Kong Cricket Club.

The Indians put up a very convincing display, accounting for their guests by eight sets to one. Some very fine tennis was seen especially when the Fincher brothers met the Rumjahn cousins and C. A. L. Rumjahn and J. A. E. Cassumbhoy.

The other game resulted in a draw, each side winning four sets while the last one was a tie. The Clubs, therefore, got one point each.

The results were:—

I.R.C. v. K.C.C.

At Soekunpoo the Indians beat Kowloon Cricket Club by eight sets to one. The scores were:—

S. A. and H. D. Rumjahn (I.R.C.) beat E. C. and E. F. Fincher (K.C.C.) 6-1
Millard beat W. Hyde and F. Grose 6-4
C. A. L. Rumjahn and J. A. E. Cassumbhoy (I.R.C.) beat E. C. and E. F. Fincher (K.C.C.) 6-4
Millard beat W. Hyde and F. Grose 6-0

C.R.C. v. H.K.C.C.

This match was played on the Chinese courts and resulted in a draw. The scores were:—

Ng Sze Kwong and Lu Tak Lam (C.R.C.) lost to Holmes and Sullivan (H.K.C.C.) 4-0
lost to Humphreys and Owen Hughes 4-6
tied with Sewell and Marcell 6-6

Ho Ka Lau and Yew Man Kit (C.R.C.) beat Holmes and Sullivan... 6-2
beat Humphreys and Owen Hughes 6-1
beat Sewell and Marcell... 6-2

M. W. Lo and N. S. Cheong (C.R.C.) lost to Holmes and Sullivan 5-7
beat Humphreys and Owen Hughes 6-4
lost to Sewell and Marcell 5-7

while Petherick beat Muskett by 10 shots. For the home team, Lunny succeeded in winning by seven shots over Drake's rink to reduce the total loss to 26 shots. In the absence of Skip Shields, owing to illness, Stevenson acted as skip. His rink, as well as that in charge of Macfarlane, won by a single shot, but their third rink in charge of Ramsay lost by two shots to Munro to bring about a draw. Club de Recreio's victory over the Civil Service had carried them to third place on the League table and on even terms with Kowloon C.C., who are only a point behind the leaders.

The following are the successful skips at the end of last Saturday's games, the figures after the name indicating the number of games played:—

SENIOR RINKS. Up.
U. M. Omar (C.C.C.) 4 54
A. E. Silktone (K.C.C.) 4 40
F. Cullen (K.D.R.C.) 5 27
F. Fraser (K.C.C.) 4 25
R. F. Luz (Recreio) 5 20
N. Drummond (Tai Koo) 5 16
J. Gregory (C.S.C.C.) 4 14
W. Russell (K.B.G.C.) 5 11
W. Mair (Police) 4 10
D. Rumjahn (C.C.C.) 3 10

JUNIOR RINKS.
J. P. Robinson (K.C.C.) 5 49
Davidson (K.B.G.C.) 4 48
D. Munro (Tai Koo) 5 39
A. L. Shields (Yacht Club) 4 28
J. G. Ozorio (Recreio) 5 28
W. J. Bickford (C.S.C.C.) 4 22
W. S. Drake (K.B.G.C.) 5 16
R. K. Duncan (Tai Koo) 5 16
Y. Petherick (K.B.G.C.) 4 15

U.S. BASEBALL.

TIGHT PITCHERS' DUELS AND CLOSE SCORING.

BRAVES BLANK THE CARDINALS.

New York, June 11.—Extra inning games and tight pitchers' duels were features of the baseball games in the major leagues to-day. The New York Giants and the Chicago Cubs continued in their tie for second place in the National League, whilst the St. Louis Cardinals maintained their leadership, although they were blanked, 3 to 0, by the Boston Braves.

In Pittsburgh, Giants needed eleven innings to win by 8 to 6 from the Pittsburgh Pirates, and in Cincinnati there was another extra-inning tussle, the Reds defeating the Brooklyn Dodgers by 2 to 1 in their eleven-frames contest in Cincinnati. In Chicago, the Cubs maintained their stride by defeating the Phillies by 4 to 2.

In Philadelphia, the St. Louis Browns stopped the winning streak of the Philadelphia Athletics by winning by 8 to 2. There was a free hitting affray at Griffith Stadium in Washington, where the Senators trounced the Cleveland Indians by 12 to 5. All other games in the American League were postponed because of rain.

Close Call for Giants.

In their contest with the Giants, the Pirates rallied to tie the score in the eighth inning. The deadlock continued until the eleventh frame, when the New Yorkers bunched their bingles to put three tallies across the rubber. The Buccaneers also scored a run in the eleventh inning, but it was not enough to overcome the final spurt of the Giants.

Collins, who was substituting for Bottomley in the St. Louis Cardinals' line-up, cracked out three hits, but he failed to score. In all the Cardinals were held to four scattered bingles by the Braves, who bunched their hits when they counted most.

Burns and "Goggs" Goslin each hit a home run for the Browns, and Chuck Klein and Hurst each did it for the Phillies. Morgan and Ayerall hit home runs for the Indians, while Harris made the circuit for the Senators.

Scores and Standings.

Following are the scores:—

NATIONAL LEAGUE.			
	R.	H.	E.
New York	8	17	2
Pittsburgh	6	14	1
Brooklyn	1	10	0
Cincinnati	2	10	0
Boston	3	6	0
St. Louis	0	4	1
Philadelphia	2	9	2
Chicago	4	10	0

AMERICAN LEAGUE.			
	R.	H.	E.
St. Louis	8	14	1
Philadelphia	2	7	4
Cleveland	5	9	0
Washington	12	10	1

Following are the standings in the major leagues:—

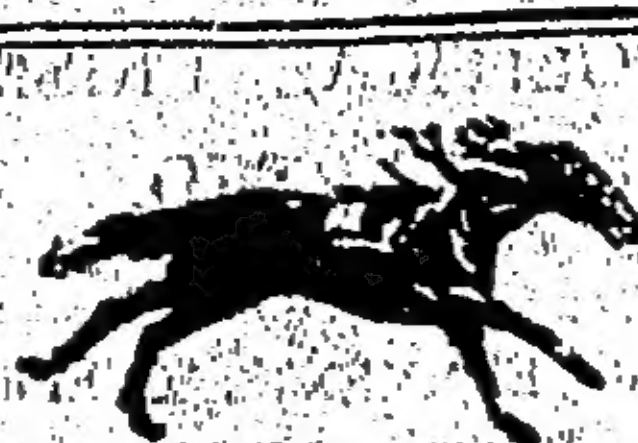
NATIONAL LEAGUE.			
	W.	L.	Pct.
St. Louis	20	15	.566
New York	27	19	.586
Chicago	24	22	.510
Boston	22	27	.443
Brooklyn	21	28	.426
Pittsburgh	20	28	.413
Philadelphia	17	33	.340

AMERICAN LEAGUE.			
	W.	L.	Pct.
Philadelphia	23	12	.656
Washington	25	20	.555
New York	25	24	.510
Cleveland	17	28	.375
Chicago	18	23	.437
Boston	17	29	.367
Detroit	19	33	.365

CAMPOLO AN EASY WINNER.

BILL HARTWELL WITHDRAWN IN THE THIRD ROUND.

Newark, June 11.—Victorio Campolo, the heavy-weight champion of the Argentine, tonight scored a technical knockout over Bill Hartwell, a virtually unknown American boxer, in the third round of a bout arranged for ten rounds. Campolo battered Hartwell so badly that the referee stopped the fight to save the American from further punishment.



HOME RACING

Notes and News

By OUR HOME RACING CORRESPONDENT.

This week is Ascot, described in the Press yesterday as the World's greatest race meeting, and from the point of view of the stakes involved, the quality of the entry, and its social aspect, undoubtedly this description is correct, but from the point of view of the racing enthusiast probably Newmarket is preferable.

Last year brought rather a disastrous Ascot, a tremendous storm on the second day, which broke during the Hunt Cup, completely putting an end to all racing on that day. The postponed races had to be run off on the two following days causing a certain amount of confusion.

Yesterday was the first day of the meeting, and possibly we shall hear the results of the Ascot Stakes and the Gold Vase, both two mile races. To-date we have received no cable information in regard to the meeting, and so I will continue my groups of last week in the hope that sooner or later there will be an improvement in this direction.

The running in the Ascot Stakes is a guide to some extent as to the chances of the candidates in the Cesarewitch—this race, brings out the stayers. I hope to hear that Brown Jack, now seven years old, has won with Donoghue up, this a great combination. Brown Jack produced a great effort to win the Chester Cup from Trimdon, but in this race heary rode owing to an accident to Donoghue on the previous day. Another hero with a gold outside chance (if a runner) is Fireaway, third in the Chester Cup.

The Royal Hunt Cup.

The Royal Hunt Cup will be run to-day over 7 furlongs and 155 yards, and the actual entry was as follows, though unfortunately I am unable to give the weights.

Alcester (Lt. Harewood) W. Jarvis 5
Anthurium (Mr. James A. de Rothschild) Pratt 4
Artist's Proof (Mr. H. E. Morris) F. Darling 5
Basra (Mrs. J. Howson) W. Nightingall 5
Blandearna (Sir Abe Bailey) R. Day 3

Caballero (Mr. H. E. Steel) Walls 6
Caerleon (Lt. Derby) Lambton 6
Christopher Robin (Lt. Col. Giles Loder) Gilpin 4
Delicacy (Mr. Reid Walker) Street 4
Diolite (Mr. Hugo Hirst) Templeman 4
Ellenborough (Mr. Edward Esmond) J. Jarvis 5
Fleeting Memory (Mr. Sol Joel) Earl 6
Gay Lord (Mr. J. Wittouck) Braime 5
Ghost Train (Lt. Woolington) Gilpin 5
Glannarg (Sir Charles Hyde) Scobie 4
Goodwood Park (Lt. Woolington) Gilpin 4
Grand Salute (Lt. Glanely) Hogg 4

Heronslea (Mr. W. R. Smith) Pencock 4
Knight Error (Capt. A. Stanley Wilson) Whitaker 5
Lansdowne (Lt. Glanely) Hogg 4
Links Tor (Mr. W. M. G. Singer) Lawson 3
Lion Hearted (Sir Hugo Cunliffe-Owen) O. Bell 5
Malakoff (Mr. Reid Walker) Street 5
Moyresque (Mr. W. M. Carleton) Lawson 5
O'Curry (Mr. D. Sullivan) Persse 6

Ostris (Maj. J. S. Courtald) B. Jarvis 5
Parthenon (Mr. A. K. Macomber) Bentley 4
Peace Pact (Mr. R. L. Glasspool) O. Leader 4
Pommame (Mr. Joseph Benson) F. Love 4
Racedale (Dowager Lady Nunburnholme) Boyd-Rochford 5
Sardana (Mr. James A. de Rothschild) Pratt 4
Sol de Terre (Mr. C. L. Mackean) Boyd-Rochford 4
Tel-Azur (Capt. E. A. Elgee) W. Nightingall 4
The Macnab (Mr. J. A. Dewar) F. Darling 5
The Masher (Mr. F. W. Wilmoth) Gwilt 4
The Pen (Mrs. Hartigan) M. Hartigan 4
The Recorder (Mr. J. A. Dewar) F. Darling 4
Trinidad (Sir Abe Bailey) R. Day 3
Xandover (Mr. James Schwob) B. Jarvis 4

Horses which seem to stand out on the list are Alcester, Christopher Robin, Heronslea, Knight Error, Racedale, Diolite, The Pen, The Masher, The Macnab, and The Recorder.

The Macnab.

Following his splendid form last year, I have a very great respect for The Recorder, who like The Macnab, is owned by Mr. J. A. Dewar, and trained by Mr. F. Darling. It seems possible that The Macnab will represent the interests of Mr. Dewar in this race, however, and with this stable in such great form, he undoubtedly holds a good chance.

One I like better is Christopher Robin, beaten only by a short-head by Racedale in the Jubilee, and the former should now have sufficient advantage in the weights to enable him to turn the tables.

Alcester, owned by Lord Harewood, is a most game animal who really likes racing, and he should show up very prominently, whilst The Masher is another with considerable claim to consideration, following his performance in the Spring Cup at Newbury, when he proved himself to be one of the best four-year-olds in training.

Xandover, a French horse, came over with the reputation of possessing exceptional speed. He won the French 5000 Guineas, but his form in the Victoria Cup was far from convincing though this distance will be more to his liking.

Heronslea, a speedy horse, trained by Peacock in the North, may spring a surprise; however, in a very open race, I intend to pin my faith to Christopher Robin, and believe that The Masher and Alcester will be close up at the finish.

The Betting.

Latest betting information is as follows, but I would add that this was quoted as far back as May 28.

25 Alcester
20 Anthurium
25 A. Proof
50 Basra
40 Blandearna
33 Caerleon
14 Chris Robin
23 Caballero
40 Delicacy
16 Diolite
40 Ellenboro
25 F. Memory
20 Gay Lord
33 Ghost Train
40 G. Park
25 Glannarg
33 Gd. Salute
16 Heronslea
30 Kt. Error
33 Lansdowne
40 Links Tor
20 Lionhearted
20 Masher
60 Malakoff
20 Macnab
25 Moyresque
30 O'Curry
50 Ostris
60 Parthenon
33 Peace Pt.
20 Pen
25 Pommame
30 Recorder
25 Racedale
25 Sardana
20 Sol de Terre
25 Tel Azur
40 Trinidad
Xandover

A LITTLE

care in setting up an advertisement often doubles its selling power. It is that little extra thought and care, which is given to every advertisement drawn up in the office of the Hong Kong Daily Press, which brings good results.

SCHNEIDER TROPHY RACE.

BRITAIN ASSURED OF WINNING TROPHY OUTRIGHT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15. Great Britain is assured of winning the Schneider Trophy outright according to the Daily Herald, Paris correspondent, who learns "authoritatively" that France does not intend to compete. Italy has no chance of completing her new engines in time for the race.

DAVIS CUP TENNIS.

PERRY BEATS SATOH.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15. F. J. Perry (Great Britain) beat H. Satoh (Japan) 6-2, 6-3, 4-6, 6-2.

KING'S YACHT WINS.

"BRITANNIA" BEATS "SHAMROCK"

[BRITISH WIRELESS SERVICE.]

RUGBY, June 15. The King's cutter Britannia, equipped with her new Bermuda rig, won her first victory of the season at Cowes to-day. She beat the Shamrock by thirty-two seconds.

JUNIOR TOURIST TROPHY RACE.

HUNT WINS: AVERAGE SPEED OF 74 M.P.H.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 15. On the Isle of Man to-day, P. Hunt, riding a Norton machine at an average speed of 74 miles an hour, over a tortuous 262 miles course, won the Junior Tourist Trophy Race for motor cycles under 350 c.c.

Guthrie, on another Norton machine, was second, and S. Woods, on a Rudge machine, third.

The Race was one of the most fiercely contested on record. There were 80 starters, representing many parts of world, although all chose to ride British-made machines.

SEGRAVE MEMORIAL SPEED CUP.

D'ANNUNZIO PRESENTS TROPHY TO ENGLAND.

LONDON, June 11.—In honour of the memory of Major Sir Henry Segrave, who was killed on Lake Windermere on June 13, 1930, when establishing the water speed record in Miss England 11, Gabriello D'Annunzio, the Italian patriot, will present a cup to England for competition.

The details of the competition have not been decided, but it will be one in which both bravery and skill will be called for.

R. E. YACHT ILEX FOR AMERICA.

CHALLENGER FOR OCEAN RACE SHIPPED ON CUNARD.

LONDON, June 11.—The yacht Ilex, which is one of the two British entrants for the race across the Atlantic from Rhode Island next month, was shipped aboard the Cunard liner Boreangaria at Southampton, to-day, to be taken to America. The Ilex has a displacement of 21 tons and will be manned by eight officers of the Royal Engineers.

LADIES AT COURT.

STATELY TRAINS AND OLD LACE.

The gowns worn at their Majesties' first Court last month gained much of their charm and elegance from the stately trains and sweeping plumes. The exquisite designs were deftly expressed by the varieties and shades of colours chosen. Old family lace also enhanced the appearance of many distinctive toilettes.

The following dresses were noted at the first Court:—

Madame de Fleuriau.—Gown of peach-coloured satin. Train in the same material.

Mlle. de Fleuriau.—Gown of white chiffon beaute, embroidered with turquoise beads. White velvet train.

Madame Matsudaira.—Gown and train of blue net, embroidered in diamonds and silver bugles.

Mlle. Matsudaira.—Frock of porcelain-white tulle over silver lamé, embroidered with diamond and iridescent crystals. Train of silver lamé.

Countess Ahlefeldt Laurvig.—Dress of ruby-red velours chiffon with a draped bodice and full skirt, trimmed with bands of self-material edged with ruby-red beads. Train of chiffon and velours to match bordered with chinchilla fur.

Princess Damras.—Gown of shell-pink crepe satin cut on princess lines embroidered with pink-tinted seed pearls in a trellis design on net. Train of the same.

Madame Saito.—Simple gown in peach-bloom beaute, with diamond embroidery on the bodice. Train in lamé brocade.

Madame Fujii.—Draped gown of Nile-green satin beaute; train of the same satin.

Madame Sawada.—Gown of pale-orchid satin, with a bodice of chiffon lightly embroidered in diamonds. The long full skirt had a panel of diamonds on each side. Train of orchid-satin, embroidered in diamonds and lined with powder-blue georgette. Fan of shaded orchid and powder-blue ostrich feathers.

Madame Homma.—Gown and train in white satin and lace, modelled on close-fitting lines. Jade feather fan.

Mlle. J. Sze.—Gown in ivory taffeta and net, the bodice held in with shoulder straps of shell pink roses, and a big butterfly bow at the waist, and varying folds of taffeta worked on net formed the skirt. Train of the ivory taffeta with a transparent centre, of drawn net and a shaped band on either side of the taffeta square at the hem and caught on to the shoulders by a garland of soft pink roses.

Lady Tilley.—Gown of gold and green brocade lamé. Train of green velvet bordered with gold embroidery.

Lady Tyrwhitt.—Dress of duck-egg blue georgette, moulded on beautiful lines with frills starting from the front and flowing gracefully to the hem at the back. Train of duck-egg blue velvet to match.

ACIDITY THE CAUSE OF INDIGESTION.

Any medical man will tell you that most cases of indigestion and allied stomach troubles are caused by excess acid in the stomach, which, unless quickly counteracted, may ultimately ruin the digestive organs. This acid makes the food in your stomach ferment and thus form gases which cause painful distension. The common-sense remedy for acidity is 'Bisurated' Magnesia, which instantly neutralises excess acid, prevents fermentation, and soothes the acid-inflamed stomach lining. Doctors recommend 'Bisurated' Magnesia because it never fails to give immediate relief by removing the cause of the trouble. You can get 'Bisurated' Magnesia at all chemists, and there is no better, quicker and surer remedy for digestive disorders.

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COL. LINDBERGH'S FLIGHT. FOUR ALTERNATIVE ROUTES TO CHINA.

Washington, June 11.—Colonel Charles A. Lindbergh announced today that he is considering at least four routes to be followed on his proposed flight to China and Japan with Mrs. Lindbergh.

Col. and Mrs. Lindbergh were the guests of honor at a luncheon tendered here today by Mr. E. Deouchi, the Japanese Ambassador to the United States. After the luncheon Col. Lindbergh said he has given serious consideration to a plan to fly across the Atlantic ocean to Europe and through Siberia to the Orient.

However, the "Lone Eagle" is also considering the trans-Pacific route to Japan via the Aleutian and Kurile Islands. He may fly to the Orient by way of the Behring Strait, or he may travel with Mrs. Lindbergh by way of Hudson Bay, Point Barrow, Alaska and Siberia. There is a possibility that Col. and Mrs. Lindbergh will make their flight to the Orient by way of Greenland, Spitzbergen, Siberia and thence to Japan.

However, Col. Lindbergh emphasized that his plans are most indefinite. It may be several weeks before he announces finally the route he is to follow, the time of departure, and the time scheduled for arrival in the Orient.

Col. Lindbergh said that even after he decides upon the route he is to follow and the time of departure, considerable time will be required to arrange for fuel and food bases.

EAGLES' ATTACKS ON AEROPLANES.

PRINCE BIBESCO'S ADVICE.

Bombay.—"Night is the proper time for flying in India," said Prince George Bibesco, the distinguished Roumanian airman, whose attempt to fly to the Far East was brought to a tragic end by a crash on April 17.

He was strongly in favour of night flying for two reasons—the excessive heat in the daytime and the danger of attacks from eagles. Twice, he said, within a few hours he was attacked by these savage monarchs of the air. The first bird flew head on into the middle of the engine just before the aeroplane reached Allahabad and was killed without damaging the machine.

The second bird dropped like a stone from a tremendous height while the machine was about 6,000 ft. up. There was such force in its dive that it tore a large hole in the metal wing of the machine and caused the accident.

The Prince intends to use all his influence to make the inclusion of certain safety devices compulsory on all machines. One of his proposals is that there should be detachable petrol tanks.

MURDER SILENCES VICE EXPOSURE.

PUBLISHER AND HIS FRIEND SHOT DEAD.

Los Angeles.—Once again a gangster's gun has silenced an impending exposure of gambling and vice. Herbert Spencer, publisher of a magazine devoted to the exposure of vice, has paid the penalty for his proposal to give details of the "gambling racket" in Los Angeles. He and his friend, Mr. George Crawford, were shot dead in Mr. Crawford's office by a man.

The police, who say that the circumstances point clearly to gangster revenge, are now occupied with the biggest man hunt in the history of Los Angeles.

Mr. Crawford, a well known local politician, died before he was able to name the murderer to the police. It is believed that he knew the man who shot him.

INVALIDS' SUICIDE CLUB.

SISTER CHARGED.

New York.—An amazing story of a "suicide club" on Long Island was told by Miss Louise Schwartz after she had been indicted for aiding and abetting the suicide of her brother, a chronic invalid, who had been found dead.

The sister stated that her brother was a member of a group of middle-aged chronic invalids, who met weekly to pray for deliverance from their sufferings. When these prayers were unavailing, they committed suicide.

She said that her brother's prayers having gone unanswered, he announced that he was going to take his life. She bathed and dressed him in preparation and went out when he returned the next day. She found him sitting bolt upright in a chair, dead, with a gun between his knees.

Another member of the "club" was found hanging from the rafters of his home. The police are now carrying out an investigation.

ALLEGED VITRIOL THREAT TO MISS BONDFIELD.

John Menzies, aged 50, a valet, was at Bow-street police-court committed for trial by Sir Charles Biron on a charge of uttering, at the Ministry of Labour, a letter demanding £500 without reasonable or probable cause, from Mrs. Catherine Greenwood, wife of Mr. Arthur Greenwood, M.P., Minister of Health.

It was alleged that in a letter addressed to Miss Bondfield and Mrs. Greenwood, Menzies wrote that failure to remit the sum mentioned would cause him to carry out his intention of "greeting" both of you with a bottle of vitriol. Menzies now pleaded not guilty.

MARIE NEY'S JEWELS.

"I WILL RETURN THEM."

Miss Marie Ney, the actress, whose flat at Roland-gardens, Kensington, was ransacked while she was entertaining prisoners at Wormwood Scrubs, has been told that her jewellery, valued at £50, will be returned to her.

"A man with a young, cultured voice rang me up this morning and asked if any of the stolen articles were of sentimental value," said Miss Ney to a reporter.

"I told him that there were several of very great sentimental value, and he replied: 'Very well, as I understand they were taken while you were entertaining my colleagues, I will see that they are returned to-morrow morning.'"

EAGLE ATTACKS GIRL IN AMERICA.

BIRD SHOT AND KILLED BY FATHER.

Philadelphia.—Swooping down from the clouds, a large eagle attempted to attack a five-year-old girl playing in a field at Manoa near here. Only just in time the bird was shot and killed by the child's father, John Trout. The child was running about the field when the eagle appeared, circled about her and then darted toward her. She ran screaming towards her mother and both called to Trout who ran from his home with a shotgun. The eagle was then close to the child and poised for a plunge. Trout fired with both barrels and the bird was killed. It had a wing spread of seven feet.

UNSYNABLE BOAT.

REMARKABLE INVENTION OF FRENCH MATHEMATICIAN.

Paris, June 12.—The well known mathematician, M. Chartrain, Professor of the University of Clermont-Ferrand, claims to have invented an absolutely unsinkable boat.

After six months of investigations the French Ministry of the Navy decided to support the venture in every way. Official tests will be carried out on June 30 in Vichy when the boat will successfully be rammed, torpedoed and riddled with shots from machine-guns. Professor Chartrain claims that even this terrible treatment will not be able to cause his craft to sink.

REDS SMASH WINDOWS OF U.S. CONSULATE.

FIVE ARRESTED IN DRESDEN.

Dresden, June 10.—A number of young people demonstrated today before the local Consulate of the United States, singing revolutionary songs and smashing two windows. The police arrested five and dispersed the demonstrators. The local Communist organ states that the demonstration constituted a protest against the impending execution of eight youthful negroes in the United States.

SHIP NAMES.

EFFECT OF THE REVOLUTION IN SPAIN.

A company like the Compania Transatlantica which works in the closest co-operation with the Spanish Government has to pay more attention to political matters than the fact that it is absolutely untrammelled and this influence is shown by the fact that they have already announced that their cargo ship Alfonso XIII is to be renamed Habana, states the Journal of Commerce.

Little time has been lost in making the change, and it is but natural to cast the memory back some eight years to the time when she was launched by King Alfonso at Bilbao among scenes of tremendous enthusiasm. They already had a ship named Alfonso XIII at that time, the famous clipper-steamship that was originally the Union liner, but she was renamed to make room for the present Habana.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pres. Van Buren, Dollar, June 28.
Pres. Garfield, Dollar, July 12.

AMCOY.

Kumsang, Jardine's, June 18.
Taiyuan, B. & S., June 18.
Tijebot, J.C.J.L., June 18.
Haining, Douglas, June 19.
Takada, B.I., June 19.
Anhui, B. & S., June 21.
Haining, Douglas, June 21.
Tijebot, J.C.J.L., June 24.
Suisang, B. & S., June 24.
Suisang, Jardine's, July 1.
Sirdhana, B.I., July 3.
Tijebot, J.C.J.L., July 4.
Tijebot, J.C.J.L., July 4.
Tijebot, J.C.J.L., July 4.
Kutang, Jardine's, July 18.

ANTWERP.

Sauerland, Jebson, June 22.
Kashima Maru, N.Y.K., June 27.
Peru, Manners, July 1.
Kashgar, P. & O., July 4.
Hakone Maru, N.Y.K., July 11.
Taiping, B. & S., July 17.

AUSTRALIAN PORTS.

Changto, B. & S., June 19.
Atsuta Maru, N.Y.K., June 27.
St. Albans, E. & A., July 3.
Taiping, B. & S., July 17.

BALTIC PORTS.

Peru, Manners, July 1.

BALTIMORE.

Foyebank, Bank, July 14.

BANGKOK.

Kiangau, B. & S., June 21.
Kweiyang, B. & S., June 27.

BARCELONA.

Sauerland, Jebson, June 22.
Derflinger, Melchers, June 27.

BEJAWAN-DELL.

Van Heutsz, J.C.J.L., June 18.

BOMBAY.

Gango, Dodwell's, June 17.
Raapara, P. & O., June 20.
Hakodate Maru, N.Y.K., June 27.
Carignano, Dodwell's, July 5.
Mirzapore, P. & O., July 8.
Tango Maru, N.Y.K., July 11.
Pilsa, Dodwell's, July 12.
Rawalpindi, P. & O., July 18.

BOSTON.

Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.
Foyebank, Bank, July 14.

BREMEN.

Lahn, Melchers, June 17.
Derflinger, Melchers, June 27.
Main, Melchers, June 30.
Peru, Manners, July 1.
Oder, Melchers, July 12.

BRINDISI.

Gango, Dodwell's, June 17.
Carignano, Dodwell's, July 5.
Pilsa, Dodwell's, July 12.

CALCUTTA.

Santhia, B.I., June 17.
Yuenang, Jardine's, June 25.
Merioke Maru, N.Y.K., June 25.
Taima, B.I., June 27.
Genoa Maru, N.Y.K., July 7.
Takada, B.I., July 7.
Kumsang, Jardine's, July 9.
Suisang, Jardine's, July 20.

CASABLANCA.

Achilles, B.F., June 23.
Kashgar, P. & O., July 4.

CHERFOO.

Chipshing, Jardine's, June 17.
Huichow, B. & S., June 25.
Cheongshing, Jardine's, July 2.
Kueichow, B. & S., July 7.
Chipshing, Jardine's, July 12.

COLOMBO.

Gango, Dodwell's, June 17.
Chenonceaux, M.M., June 23.
Hakodate Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Carignano, Dodwell's, July 5.
Mirzapore, P. & O., July 8.
Hakone Maru, N.Y.K., July 11.
Tango Maru, N.Y.K., July 11.
Pilsa, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.

COPENHAGEN.

Peru, Manners, July 1.

DALNY.

Yingchow, B. & S., June 24.
Antenor, B.F., June 25.
Antenor, B.F., June 25.
Lahn, Melchers, June 17.
Sauerland, Jebson, June 22.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derflinger, Melchers, June 27.
Kashima Maru, N.Y.K., June 27.
Main, Melchers, June 30.
Peru, Manners, July 1.
Kashgar, P. & O., July 4.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Hakone Maru, N.Y.K., July 11.
Tango Maru, N.Y.K., July 11.
Pilsa, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.

DUNOCH PORTS.

Lahn, Melchers, June 17.
Sauerland, Jebson, June 22.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derflinger, Melchers, June 27.
Kashima Maru, N.Y.K., June 27.
Main, Melchers, June 30.
Peru, Manners, July 1.
Kashgar, P. & O., July 4.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Hakone Maru, N.Y.K., July 11.
Tango Maru, N.Y.K., July 11.
Pilsa, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.

FOOCHOW.

Chipshing, Jardine's, June 17.
Haining, Douglas, June 19.
Haining, Douglas, June 23.
Huichow, B. & S., June 25.
Cheongshing, Jardine's, July 2.
Kueichow, B. & S., July 7.
Chipshing, Jardine's, July 12.

GENOA.

Gango, Dodwell's, June 17.
Meriones, B.F., June 21.
Sauerland, Jebson, June 22.
Derflinger, Melchers, June 27.
Pres. Van Buren, Dollar, June 28.
Nagara, Gilman's, July 4.
Carignano, Dodwell's, July 5.
Ramses, Jebson, July 8.
Pilsa, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Leverkusen, Jebson, July 18.
Durban Maru, N.Y.K., July 19.

GLASGOW.

Meriones, B.F., June 21.
Adriatic, B.F., July 2.
Patroclus, B.F., July 8.

GOTENBURG.

Nagara, Gilman's, July 4.

HAIPOHONG AND HOHROW.

Kiangchow, B. & S., June 19.
Kingyuan, B. & S., July 3.

HAMBURG.

Lahn, Melchers, June 17.
Sauerland, Jebson, June 22.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derflinger, Melchers, June 27.
Main, Melchers, June 30.
Peru, Manners, July 1.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Ramses, Jebson, July 8.
City of Bombay, Bank, July 10.
Oder, Melchers, July 12.
Leverkusen, Jebson, July 18.

HAYANA.

Takaoka Maru, N.Y.K., June 13.

HAVRE.

Meriones, B.F., June 21.
City of Batavia, Bank, June 24.
Adriatic, B.F., July 2.

HONGKAY.

Kweiyang, B. & S., June 27.

HONOLULU.

Emp. of Canada, C.P.S., June 20.
Chichibu Maru, N.Y.K., June 24.
Ginyo Maru, N.Y.K., June 30.
Tatsuno Maru, N.Y.K., July 8.
Emp. of Japan, C.P.S., July 18.

JAPAN PORTS.

Schlesien, Melchers, June 17.
Akita Maru, N.Y.K., June 18.
Kumsang, Jardine's, June 18.
Taishan, Dodwell's, June 18.
Kamo Maru, N.Y.K., June 19.
Leverkusen, Jebson, June 19.
Rawalpindi, P. & O., June 19.
Takada, B.I., June 19.
Philoctetes, B.F., June 20.
Emp. of Canada, C.P.S., June 20.
Serdino, B.F., June 23.
D'Artagnan, M.M., June 23.
Ceylon, Gilman's, June 24.
Chichibu Maru, N.Y.K., June 24.
Ixion, B.F., June 27.
Nagara, Gilman's, N.Y.K., June 27.
Suwa Maru, N.Y.K., June 27.
Yuenang, Jardine's, June 29.
Ginyo Maru, N.Y.K., June 30.
Hoian Maru, N.Y.K., June 30.
Pilsa, Dodwell's, June 30.
Somali, P. & O., June 30.
Suisang, Jardine's, July 1.
Saarbrücken, Melchers, July 1.
Suisang, Jardine's, July 1.
Emp. of Russia, C. P. S., July 3.
Glenshiel, Jardine's, July 3.
Khyber, P. & O., July 3.
Tatsuno Maru, N.Y.K., July 4.
Tatsuno Maru, N.Y.K., July 4.
Foyebank, Bank, July 14.

NEW GUINEA.

Bremerhaven, Melchers, June 23.

NEW YORK BOSTON, etc.

Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.
Foyebank, Bank, July 14.

NEWORHANG.

Kanchow, B. & S., June 19.
Yingchow, B. & S., June 24.

NORTH CHINA PORTS.

Antenor, B.F., June 25.
Saarbrücken, Melchers, July 1.
Tatsuno Maru, N.Y.K., July 4.
Ixion, Melchers, July 10.

PAKHOL.

Kiangchow, B. & S., June 19.
Kingyuan, B. & S., July 3.

PANAMA.

Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.

PEKING.

Santhia, B.I., June 17.
Van Heutsz, J.C.J.L., June 18.
Yuenang, Jardine's, June 25.
Hakodate Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Merioke Maru, N.Y.K., June 29.
Taima, B.I., June 29.
Nagara, Gilman's, July 4.
Ginyo Maru, N.Y.K., July 7.
Kutang, Jardine's, July 18.
Kulmerland, Jebson, July 19.

JAVA PORTS.

Tijkembang, J.C.J.L., June 23.
Tijebot, J.C.J.L., June 23.
Tijebot, J.C.J.L., July 7.
Tijebot, J.C.J.L., July 14.

LIVERPOOL.

Meriones, B.F., June 21.
Adriatic, B.F., July 2.
Durban Maru, N.Y.K., July 18.

LONDON.

Gango, Dodwell's, June 17.
Lahn, Melchers, June 17.
Kashgar, P. & O., June 20.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derflinger, Melchers, June 27.
Kashima Maru, N.Y.K., June 27.
Main, Melchers, June 30.
Peru, Manners, July 1.
Kashgar, P. & O., July 4.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Hakone Maru, N.Y.K., July 11.
Tango Maru, N.Y.K., July 11.
Pilsa, Dodwell's, July 12.
Rawalpindi, P. & O., July 18.
Tinhow, Bank, July 18.

LOS ANGELES.

Taishan, Dodwell's, June 18.
Pres. Johnson, Dollar, June 23.
Chichibu Maru, N.Y.K., June 24.
Ginyo Maru, N.Y.K., June 30.
Pres. Jackson, A.M.L., July 7.
Tatsuno Maru, N.Y.K., July 8.

MANILA.

Changto, B. & S., June 19.
Pres. Lincoln, Dollar, June 20.
Tijkembang, J.C.J.L., June 23.
Emp. of Russia, C.P.S., June 25.
Atsuta Maru, N.Y.K., June 27.
Derflinger, Melchers, June 27.
Pres. Van Buren, Dollar, June 28.
Pres. Jackson, A.M.L., June 30.
Adriatic, B.F., July 2.
St. Albans, E. & A., July 3.
Nagara, Gilman's, July 4.
Tijebot, J.C.J.L., July 7.
Emp. of Japan, C.P.S., July 10.
Pres. Garfield, Dollar, July 12.
Shinyo Maru, N.Y.K., July 13.
Taiping, B. & S., July 17.

MARSHALLS.

Lahn, Melchers, June 17.
Rampara, P. & O., June 20.
Achilles, B.F., June 23.
Chenonceaux, M.M., June 23.
Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Main, Melchers, June 30.
Peru, Manners, July 1.
Kashgar, P. & O., July 4.
Athos, II, M.M., July 7.
Patroclus, B.F., July 8.
Ramses, Jebson, July 8.
Hakone Maru, N.Y.K., July 11.
Oder, Melchers, July 12.
Pres. Garfield, Dollar, July 12.
Durban Maru, N.Y.K., July 13.
Rawalpindi, P. & O., July 18.

MAURITIUS.

Cape St. Francis, Dodwell's, June 23.
Tinhow, Bank, July 18.

NAPLES.

Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Hakone Maru, N.Y.K., July 11.
Pres. Garfield, Dollar, July 12.

NEW GUINEA.

Bremerhaven, Melchers, June 23.

NEW YORK BOSTON, etc.

Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.
Foyebank, Bank, July 14.

NEWORHANG.

Kanchow, B. & S., June 19.
Yingchow, B. & S., June 24.

NORTH CHINA PORTS.

Antenor, B.F., June 25.
Saarbrücken, Melchers, July 1.
Tatsuno Maru, N.Y.K., July 4.
Ixion, Melchers, July 10.

PAKHOL.

Kiangchow, B. & S., June 19.
Kingyuan, B. & S., July 3.

PANAMA.

Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingales Prince, Furness July 1.
Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.

PEKING

COST OF MOTORSHIPS.

"EXTRAVAGANT INTRICACY"
CONDEMNED.

In a paper read before the Institute of Marine Engineers, entitled "Low Cost Motorships" Mr. O. E. Jorgensen, the well-known diesel engine designer, expressed the opinion that the principles followed in motorship construction and equipment had resulted in "cargo ships of extravagant intricacy and cost which make one wonder how the owners can afford them in these times of depression." After 20 years of motorshipping, he declared, the same ideas are adhered to throughout, as were found in the old Selandia, built in 1912, and he proceeded to outline his ideas to secure simplified and cheaper motorship machinery.

Statistics of shipbuilding after the War, said Mr. Jorgensen, show that the tendency of shipowners has been to prefer fuel oil to coal and to prefer motorships to steamers. During the last few years there has been built more motorships tonnage in the world than tonnage of all other ships combined, which fact conclusively proves that shipowners have considered the extra cost of motorships to be justified by their greater economy in operation on the routes for which the majority of ships have been built.

SHIPPING MOVEMENTS.

The m.v. Leverkusen (H.A.L.) left Singapore on Sunday, the 14th inst., at 4 p.m., and is due here on Friday, the 19th inst., at noon. The P. & O. s.s. Kalyan, from Hong Kong, arrived London on the 14th inst., at midnight.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

CONSIGNEES: S.S. Cape St. Francis
FROM UNITED KINGDOM VIA
SINGAPORE

are hereby notified that their Cargo will be discharged into H.K. Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at H.K. Wharf. The Cargo will be ready for delivery from Godown on and after 16th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 21st June will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 6th July, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

16th June, 1931. 1866

NORDDEUTSCHE LLOYD,
BREITENBURG.

THE Steamer "ODE" having arrived from BREMEN, HAMBURG and ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are also notified that the Steamer "ODE" has taken over the Cargo ex S.S. "HAYL" from BREMEN for HONG KONG.

Consignees are further notified that the Steamer "ODE" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG ex S.S. "ERICA," S.S. "JADE," S.S. "LUTHER," S.S. "FRIEDRICH," S.S. "STRA," S.S. "GEIER" and S.S. "ELEPHANT" from GOTHENBURG, COPENHAGEN, HELSINGFORS and MARITIMUS.

All Goods remaining undelivered after the 31st of June, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 20th of June, 1931.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signatures.

MILNERS & CO.,
Agents.

NORDDEUTSCHE LLOYD, BREMEN.
Hong Kong, 14th June, 1931. 1854

ACROSS THE PACIFIC



IN 16 DAYS

AMERICAN MAIL LINE

From Hongkong To Seattle In 16 Days

The American Mail Line Fleet offers the fastest time across the Pacific.

Up-to-date liners—spacious cabins voyage a complete round of every convenience to make your pleasure... and it costs no more to travel this fastest route across the Pacific.

SUN SHIPPING Co., Ltd.

(Messrs. MITCHELL COTTS & Co., Managers)

NEXT SAILING

of the

S.S. "CAPE ST. FRANCIS"

Will be on

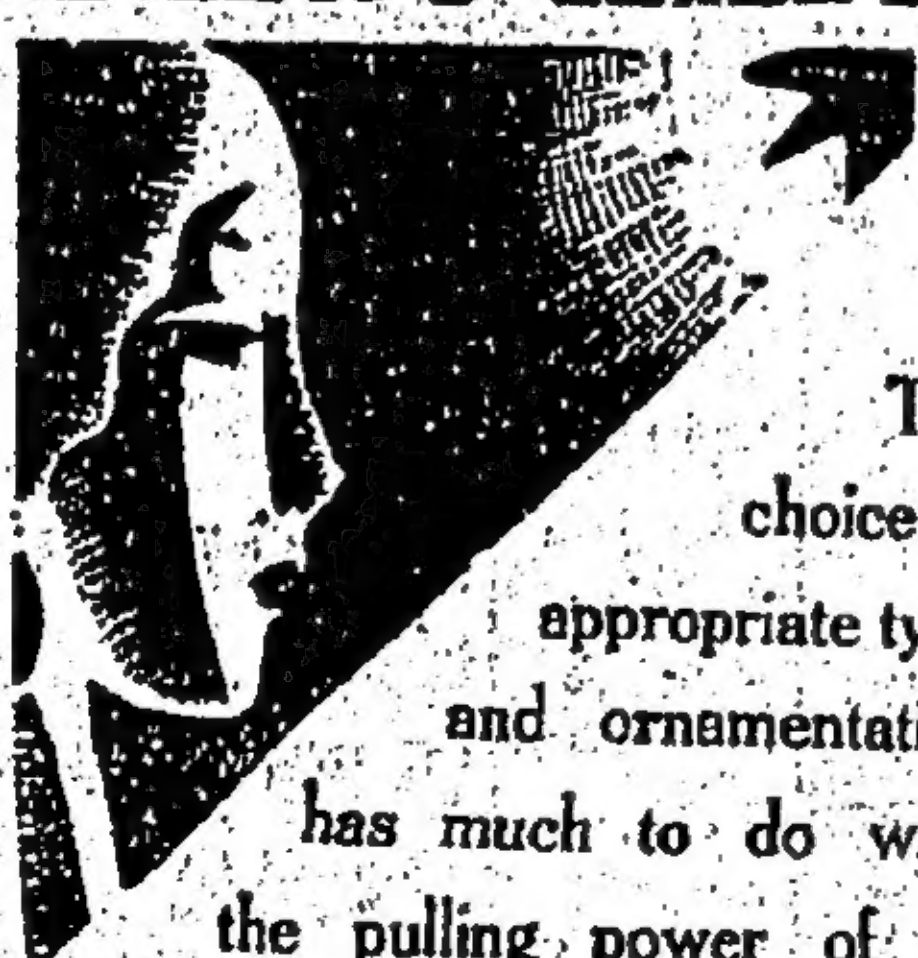
JUNE 25th

Accepting cargo for Rennion and Mauritius.

DODWELL & CO., LTD.

Agents.

APPROPRIATE



The choice of appropriate type and ornamentation has much to do with the pulling power of an advertisement.

THE HONG KONG DAILY PRESS

in setting up advertisements aims at making them as effective as possible by the proper co-ordination of type, copy, and illustration.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE

SHAREBROKERS' ASSOCIATION.

TUESDAY, JUNE 16.

Banks

H.K. Banks ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (London) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Chartered Bank ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Merchants Bank ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (single) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Bank of East Asia ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Insurance

Canton Insurance ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Underwriters ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

North China ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Union Insurance ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Yangtze Insurance ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

China Fire ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Fire ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shipping

Douglas ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Steamships ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (single) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (def.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shell Transport ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Water-works (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Mining

Benquo ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Venezuela Gold Fld. ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Kailans ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Langkai (comb.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (single) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Explorations ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shanghai Loans ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Rails ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Troch Mines ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Docks, Wharves, Godowns, etc.

H.K. & E. Wharves ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Providents (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Docks ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

South China Motor ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shanghai Docks ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

New Engineering ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Hongkong ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Land, Hotels, and Buildings

H.K. & S. Hotels ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. rights ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. ex rights ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Lands ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shanghai Lands ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Realties ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Humphreys (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Chinese Estates ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Cotton Mills

Ewos ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Shai Cotton ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Zoong Sings ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Public Utilities

Tramways ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Peak Trams (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Star Ferries ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

China Light ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Electric ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Macao do ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Sandakan Light ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Telephones (fully pd.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (part pd.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

China Buses ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Traction ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (prel.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Yamati Ferries ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Industrials

China Sugars ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Malabon Sugars ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Calbeck, (ord.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Macgregor J. (prel.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Canton Ice ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Cementa (comb.) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Ropes

Miscellaneous

Dairy Farms ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Der A. Wings ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Amusements (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Ch. P. Investments (old) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Do. (new) ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Constructions ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Lane Crawfords ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Mackintosh ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Nanyang Tobacco ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Sincere ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Watsons ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

Wm. Powells ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

B. Ind. G. Bonds ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

H.K. Govt. Loans ... \$1,980 ... \$2,005 ... \$2,005 ... \$2,005

FOREIGN MAILS

RADIO NOTICE

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI ... EUROPE via SIBERIA	Changchow	17th June
(London, 8th May)	Ganga	17th June
SHANGHAI and SWATOW	Soochow	17th June
Calcutta and Straits	Takada	17th June
Java and Manila	Typhoon	17th June
Manila	Emp. of Canada	17th June
AMOI and SWATOW	Van Buren	17th June
SINGAPORE	Typhoon	18th June
EUROPE via SUEZ (Letters and Papers)	Rawalpindi	18th June
(London, 21st May and Parcel, 14th May)	Kamo Maru	18th June
AUSTRALIA and MANILA	Rampura	18th June
JAPAN, SHANGHAI and EUROPE via SIBERIA (London, 8th May)	Typhoon	18th June
JAPAN	Pres. Lincoln	19th June
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 30th May)	Chichibu Maru	19th June
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th May)	Pres. Johnson	19th June
SHANGHAI and AMOI	Ginga Maru	23rd June
MANILA	Emp. of Russia	27th June
JAPAN and SHANGHAI	Kashima Maru	28th June
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th May)	Pres. Van Buren	27th June
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th May)	Pres. Jackson	28th June

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Swatow ...	Kwaiyang	Wednesday, 17th, 8.30 a.m.
Shanghai and *EUROPE via SIBERIA	Minor	10.30 a.m.
Fort Bayard	Tai Poo Sit	10.30 a.m.
*Straits and *Calcutta	Santha	1.00 p.m.
Daikon	Kawan Maru	1.00 p.m.
Saigon	Japan Maru	1.30 p.m.
AMOI	Tai Yuen	3.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, and Egypt	Ganga	4.30 p.m.
AMOI	Kumang	5.00 p.m.
Hoihow, Pakhoi and Haiphong	Daikon	Thursday, 18th, 8.30 a.m.
AMOI and Formosa via Swatow	Deli Maru	10.30 a.m.
Straits	Van Heuts	10.30 a.m.
Shanghai and *EUROPE via SIBERIA	Tai Shan	2.30 p.m.
Swatow	Hydrangea	2.00 p.m.
Manila, Australia and New Zealand via Thursday Island - due Thursday Island, 20th June	Changchi	Reg. 19th, 9.45 a.m. Letters 10.30 a.m.
Japan	Kamo Maru	Friday, 19th, 9.30 a.m.
Hoihow, Pakhoi and Haiphong	Kwangchow	10.00 a.m.
Swatow, AMOI and Fochow	Hai Ching	1.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles - due Marseilles, 17th July	Rampura	Reg. 19th, 5.00 p.m. Reg. 20th, 9.45 a.m. Letters 10.30 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and *EUROPE via Vancouver, B.C. - due Vancouver, B.C., 8th July, and *EUROPE via SIBERIA	Emp. of Canada	Reg. 19th, 5.00 p.m. Reg. 20th, 9.15 a.m. Letters 10.00 a.m.
Manila	Pres. Lincoln	Saturday, 20th, 4.30 p.m.
AMOI	Ashui	5.00 p.m.
Hongkong via Swatow	Kiangsu	Sunday, 21st, 9.00 a.m.
Swatow, AMOI and Formosa	Canton Maru	9.00 a.m.
Japan, Honolulu, U.S.A., *Canada, C. and S. America, and *EUROPE via San Francisco - due San Francisco, 14th July	Pres. Johnson	Monday, 22nd, 3.00 p.m. Reg. 21st, 4.15 p.m. Letters 5.00 p.m. Reg. 22nd, 9.45 a.m. Letters 10.00 a.m.
Shanghai and *EUROPE via SIBERIA	Pres. Johnson	Letters 6.00 p.m.
Manila and Java via Sourabaya	Typhoon	Tuesday, 23rd, 8.30 a.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles - due Marseilles, 23rd July	Ohanocane	Reg. 22nd, 5.00 p.m. Reg. 23rd, 9.45 a.m. Letters 10.00 a.m.
Sandakan	Nauyang	Reg. 22nd, 5.00 p.m. Letters 1.00 p.m.
Straits, *Egypt, and *EUROPE via Marseilles - due Marseilles, 25th July	Achilles	Reg. 23rd, 5.00 p.m. Letters 1.00 p.m.
Swatow, AMOI and Fochow	Hai Ning	2.00 p.m.
Shanghai, Japan, Honolulu, U.S.A., *Canada, C. and S. America, and *EUROPE via San Francisco - due San Francisco, 16th July, and *EUROPE via SIBERIA	Chichibu Maru	Reg. 24th, 5.00 p.m. Letters 1.00 p.m.
Straits and Calcutta	Yuenang	Thursday, 25th,

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TAIYUAN"	On 17th June, 5 p.m.
NEWCHANG	"KANOWH"	On 18th June, 5 p.m.
HONGKONG & HAIKOW	"KIANGSU"	On 19th June, Noon
SHANGHAI	"NINCHAI"	On 19th June, 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANRUI"	On 21st June, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 21st June, 2 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 21st June, 4 p.m.
SHANGHAI	"CHANGCHOW"	On 22nd June, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 23rd June, Noon
SHANGHAI, NEWCHANG & DALNY	"YINGCHOW"	On 24th June, 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 24th June, 5 p.m.
SWATOW, FOOCHOW, WHAIKOW, CHEFOO & TIENTSIN	"HUICHOW"	On 25th June, 2.30 p.m.
HONGKONG & BANGKOK	"KWEIYANG"	On 27th June, Noon
HONGKONG, PAKHOI & HAIKOW	"KINGYUAN"	On 3rd July, Noon
SWATOW, FOOCHOW, WHAIKOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 7th July, 3 p.m.

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	In Port	18th June	20th July	8th July
TAIPING	10th July	17th July	21st Aug.	5th Aug.
CHANGTE	11th Aug.	18th Aug.	21st May	6th Sept.
TAIPING	8th Sept.	15th Sept.	18th Sept.	4th Oct.

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M.S. "Peru"	1st July	1st July
M.S. "Africa"	28th June	28th July
M.S. "Annam"	30th July	30th August
M.S. "Danmark"	28th August	28th September
M.S. "Java"	28th Sept.	28th Oct.
M.S. "Malaya"	28th Oct.	28th Nov.
M.S. "Afrika"	28th Nov.	28th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG TIME	JUNE 15, 1931.					JUNE 16, 1931.				
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Wladivostok	12	80.01	702.2	59	WSW	2	29.98	761.4	55	SW	2
Nemuro	11	28.84	759.0	...	N	1	29.94	760.5	...	ENE	1
Hakodate	...	29.89	758.5	...	S	1	29.94	760.5	...	N	1
Tokio	...	29.84	758.0	...	SE	1	29.88	759.0	...	...	...
Kochi	...	29.82	757.3	...	...	...	29.89	757.0	...	WSW	1
Nagasaki	...	29.78	756.5	...	SE	1	29.82	757.5	...	NNE	1
Kagoshima	...	29.78	756.5	...	...	...	29.78	756.5	...	...	...
Oshima	...	29.72	755.0	...	S	1	29.78	755.0	...	SSW	2
Naha	...	29.76	756.0	...	S	4	29.78	756.5	...	SSW	1
Ishigakijima	...	29.76	756.5	...	SW	1	29.80	757.0	...	SSW	1
Bonin Island	...	29.92	760.0	...	...	...	29.84	758.0	...	S	1
Chefoo	15	29.69	764.1	72	NW	2	29.80	758.9	67	SSE	1
Shanghai	14	29.67	758.6	85	NW	2	29.81	757.2	72	NE	2
Guttsell	...	29.82	767.4	77	W	1	29.95	761.0	69	ENE	2
Wenchow	...	...	...	...	...	...	29.80	757.0	76	...	...
Foochow	...	29.74	755.4	82	S	2	29.82	757.4	80	...	...
Amoy	...	...	...	...	...	...	...	...	...	...	...
Swatow	...	...	...	...	...	...	...	...	...	...	...
Taihou	11	...	...	...	...	...	...	...	...	...	...
Taihu	...	...	...	...	...	...	...	...	...	...	...
Tainan	...	...	...	...	...	...	...	...	...	...	...
Koshu	...	...	...	...	...	...	...	...	...	...	...
Pescadore	...	...	...	...	...	...	...	...	...	...	...
Hong Kong	14	29.78	755.1	86	7	SW	2	29.75	755.6	82	6
Gap Rock	...	29.78	755.1	83	7	SSW	4	29.74	755.4	83	7
Macao	...	29.70	754.4	85	4	SSW	2	29.71	754.9	81	4
Hoihow	...	29.68	753.3	88	1	NNW	1	...	...	...	...
Pratas Island	...	29.76	756.0	91	8	S	2	29.79	755.6	81	8
Phulica	...	29.59	751.6	91	8	SE	4	...	...	...	...
Tourane	16	29.62	752.4	94	8	SE	2	...	...	...	...
Cape St. James	...	29.80	756.8	76	6	SW	2	...	...	...	...
Bacon	14	29.78	756.4	86	8	SW	4	29.82	757.4	81	8
Apur	...	29.77	756.1	91	6	NE	4	...	...	...	...
Tuguegarao	...	...	...	...	...	...	29.84	757.8	77	6	...
Vigan	...	...	...	...	...	...	29.82	757.4	79	6	...
Manila	...	29.78	755.4	94	8	SE	2	29.86	758.3	70	6
Lagassi	...	29.79	755.6	94	8	ENE	2	29.88	758.8	79	6
Calbayog	...	...	...	...	...	...	29.89	759.1	76	8	N
Taloban	...	...	...	...	...	...	29.89	759.0	79	6	...
Holo	...	29.80	757.0	86	8	SW	4	29.86	758.3	79	4
Oebu	...	...	...	...	...	...	29.86	758.4	81	6	NNE
Surigao	...	29.81	757.2	86	6	...	29.88	758.5	77	1	...
Salpaa	11.00	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.85	758.2	...	6	ENE	4	29.88	759.0	...	...
Yap	11.00	...	...	...	...	...	...	...	...	...	...
Pelaw	...	...	...	...	...	...	29.88	759.0	...	ENE	2
Labuan	14	29.86	758.6	78	...	SE	rf	29.83	757.7	75	1

June 16d, 10h. 23m.—Pressure is high in the extreme North. Depressions are shown to the N.W. of Hanoi and over Eastern Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 28.62 inches, against an average of 31.47 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JUNE 17.

- 1.—Shanghai to Turnabout ... N. or variable winds, moderate to light; fair.
- 2.—Turnabout to Hong Kong ... Light, variable winds, fair.
- 3.—Hong Kong to Gap Rock ... S.E. winds, moderate; generally cloudy.
- 4.—Hong Kong to Hainan Straits ... None.
- 5.—North China Sea ... None.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 14.

	Previous Day	On Date at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.68	29.78	29.73	29.73
Temperature...	85	86	84	84
Humidity...	79	76	81	81
Wind...	...	...	...	...
Direction...	S	S	SE	SE
Force...	1	2	2	2
Weather...	O	C	C	C
Rain...	0.0	0.00	0.0	0.0

Highest open-air Temperature, 15.80
Lowest open-air Temperature, 16.81

B=Blue sky; O=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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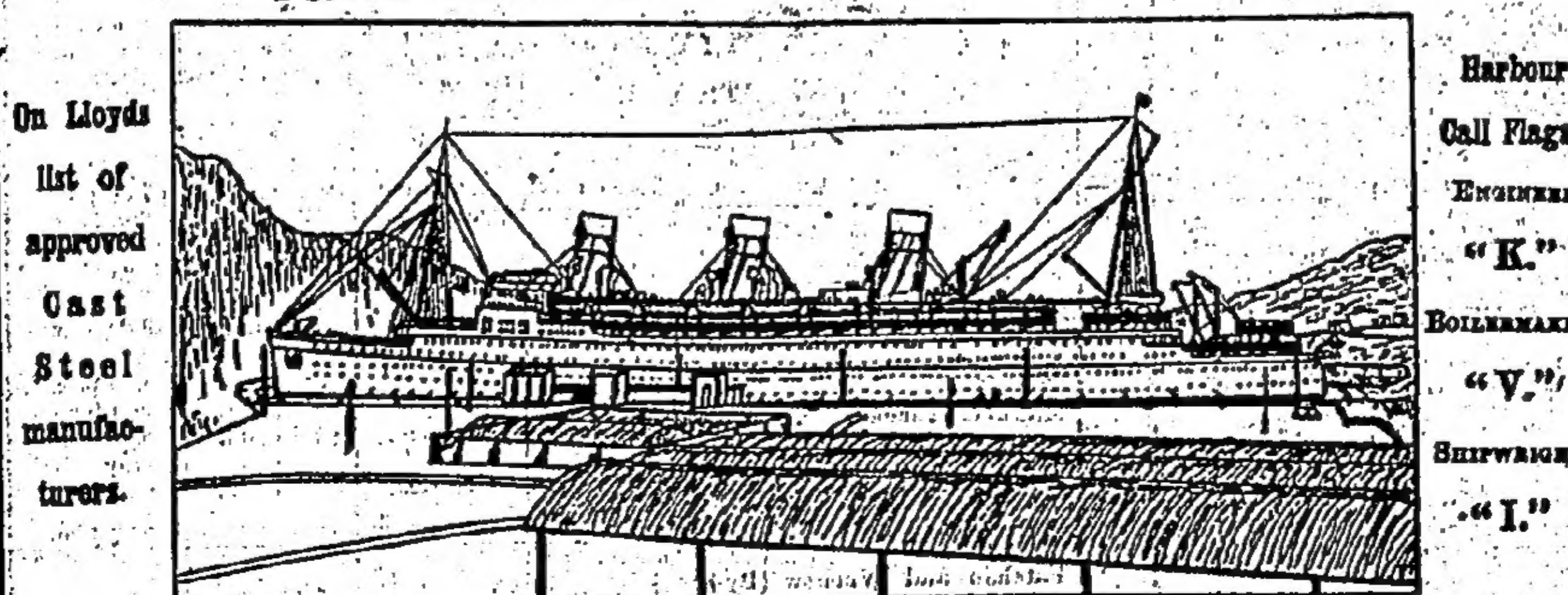
From June 17 to 23, 1931.

Day of Week	Date of Month	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	17	09 30	7.5	03 40	3.0
Thur.	18	09 05	4.0	03 15	0.8
Fri.	19	08 55	4.0	02 51	0.5
Sat.	20	01 45	4.0	04 21	0.6
Sun.	21	02 30	4.1	05 22	0.1
Mon.	22	03 13	4.3	06 25	0.6
Tues.	23	03 54	4.3	07 28	0.5

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SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "CHAKSANG" "WAISHING" "KWONGSANG"	Sun., 21st June, at 10 a.m. Wed., 24th June, at 10 a.m. Sun., 27th June, at 10 a.m. Wed., 1st July, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" "KUMSANG" "SUISANG"	Thurs., 25th June, at 3 p.m. Thurs., 2nd July, at 3 p.m. Mon., 20th July, at 3 p.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG"	Thurs., 18th June, at 7 a.m.
OSAKA via AMOI, SHAL & KOBE	"SUISANG" "KUTSANG"	Wed., 1st July, at 7 a.m. Sat., 13th July, at 7 a.m.
SANDAKAN	"MAUSANG" "RINSANG"	Tues., 23rd June, at 3 p.m. Wed., 1st July, at 10 a.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSANG" "CHIPSANG"	Thurs., 2nd July, at 7 a.m. Sun., 12th July, at 7 a.m.
SHANGHAI	"YUSANG"	Satur., 20th June, at Noon

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Pass.	S.S. "DERFFLINGER"	...	departure 27th June
Freight	S.S. "Main"	...	departure 30th June
Freight	S.S. "Oder"	...	departure 12th July
Pass.	S.S. "SAARBRÜCKEN"	...	departure 25th July
Freight	S.S. "Isar"	...	departure 9th Aug.

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N. CHINA & JAPAN (Freight stars)

Freight	S.S. "Sohlesien"	...	due here 17th June
Pass.	S.S. "SAARBRÜCKEN"	...	due here 1st July
Freight	S.S. "Isar"	...	due here 10th July
Pass.	S.S. "COBLENZ"	...	due here 29th July
Freight	S.S. "Saale"	...	due here 7th Aug.

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